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Special Features This Issue
"An Abundance of Islands"
"Sea Scouts Gam" - "We're All in the Same Boat"



messing about in BOATS

Volume 14 - Number 17

January 15, 1997





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In Our Next Issue...

We'll feature several on-the-water adventure tales to help pass the indoor winter hours: Edd Hajek's "Kayaking Kauai"; Alexander Gray's "Sailing to Catalina"; Mississippi Bob Brown's "Caution or Cowardliness?"; Mark Fisher's "The Pinnacle with the Bonnet On It"; and Paul Brown's "Sailing Into the Inevitable".

From the 1880's, *American Agriculturist* explains "How to Build a Ribless Boat"; Don Elliott continues with "Building Paradox - Part 10"; and MITA will report on "Building An Island Preservation Constituency".

We'll look at several designs too: Seabright Kayak's "Skimmer"; Glen L's "Lucky Pierre Dory"; Dennis Davis' "Bliss Canoe"; and Dan Kunz's "Aere Inflatable Catamaran". Phil Bolger and Friends will present "Camper, a Rowing/Sailing Cruiser for Two".

Gary Hall brings us the benefit of his experiences in "12 Years With Polytarp Sails", and W.S. White discusses the evolution of "An Effective Masthead Ladder".

On the Cover...

Back to basics for the annual Oarmaster Trials, in the 1996 event all the contenders rowed identical Banks dories from the Charles W. Morgan, Mystic Seaport's whaling ship. More on this in this issue.

Commentary...

One of this issue's feature stories is about the Oarmaster Trials, an event whose concept and promotion originated with the Cape Cod Vikings rowing club, with a view to testing different pulling boats and top New England area oarsmen in a sort of round robin program in which the oarsmen got to row each of the varied craft in a series of short heats. From this it was hoped to not only learn who were the best oarsmen, but also which boats were the best rowing boats. Some fascinating data about the boats emerged over the past several years. We reported on this annually.

Well, this year the Oarmaster turned into one-design racing, as all the participants rowed identical Banks dories at Mystic Seaport. Thus it was transformed into a contest of oarsmen only, one which would establish who was currently the best oarsman, but revealed nothing whatever about pulling boats. Banks dories had already been clearly demonstrated as being slow and unwieldy for speed work. They originated as seagoing wheelbarrows for fishing. About the only tech aspect of this contest involved placement of ballast for trim.

For me the event ceased to hold the interest it originally generated, because I am interested in the boats. The guys are a great bunch and I know many of them and enjoy seeing them in action. But, typical of one-design racing, which brings the focus to bear on the people rather than the "vehicles" the results are really of little interest to anyone not acquainted with the people.

Racing boats, sail or oar or paddle, is mostly this sort of sport, the local nature of its interest is predominant as the events have long been structured so as to even out the equipment differences. If a race is not actually a one-design, then it is usually run under a system of handicaps or ratings to provide that level playing field so desired by those less likely to be able to win against all odds.

In the January 1st issue reader Roy Terwilliger, a Beetle Cat stalwart, took me to task about my "aversion to sail racing", and went on to extol the virtues of racing in Beetle Cats (his one-design choice) and questioned the merit of featuring the Toshiba Unlimited Regatta in the magazine. He felt it was "all commercial". Well, it certainly had commercial support from Toshiba, a company that has nothing to do with boating. I was interested in the boats, in this case multihulls and fast sailing monohull canoes. These left him "cold".

My fascination with the enormous variety of small boats available to us is a primary motivation for being in this business, sharing what I learn about all the possibilities in small boating with all of you. Thus, when a race ceases to involve an interesting diversity of boats and becomes instead a contest of the skills of the participants I lose

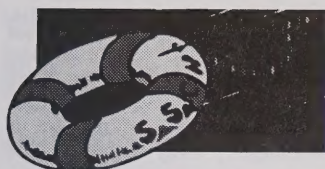
interest in it as subject material for publication. At best, a tiny handful of readers would be interested in who the winners were in any one event if the boats involved did not offer variety of choices in the effort to achieve victory.

I am interested in one-design events that offer unusual circumstances, thus the 75th Annual Beetle Cat gathering this past year got some space. That's interesting, all these people keeping this old standby boat going from generation to generation. Who won wasn't the issue to me, I know only a few of the participants listed in the regatta results, and probably most of you shared this view. It was the spirit of the occasion, the enthusiasm for keeping a pleasing and rewarding small boat going on into the future.

A race in which I have an ongoing interest in is the Blackburn Challenge each summer, a 20 mile circumnavigation of Cape Ann on my local Massachusetts north shore, which offers not only open ocean challenges along the eastern shore, but tidal river challenge, and sheer distance, to a variety of small rowing and paddling boats. While the different basic types are classed separately for awards, they all do the same course and it becomes possible to compare performances, under real world conditions, of different types (kayaks, sliding seat rowing, traditional rowing, multi-oared rowing, etc.). Even within any one type class (ie. solo traditional rowing) a variety of boats compete, which adds greatly to my interest in the results.

What I seek in any story that I publish is the intrinsic appeal of the boats, whatever they may be doing. Cruising tales, building tales, designing dreams, racing, all are of interest as long as the focus is on the boats and the interesting people behind them. Thus the Beetle Cat 75th Anniversary Regatta and the Toshiba Unlimited Regatta (not to mention the Salem Unlimited Cardboard Boat Regatta!) both got space on these pages. The former was in recognition of the tradition of, and affection for, a classic small boat. The latter was because of my interest in a type of sailboat that really is substantially faster and more comfortable to sail, and far pre-dates the "traditional design" concept we accept due to our European ancestry, yet is still not readily accepted in our sailing world.

Society's trend today to homogenizing life, trying to make everything and everyone "equal", does not recognize the reality that people, their efforts and their creations, are not equal and never will be. The diversity amongst us all and our ideas of what, in our case here, are the boats of our dreams and the ways in which they are to be enjoyed, provides unending fascination to me, and I hope on our pages to most of you.



Small Boat SAFETY

Aids Verification is Everybody's Business

By Tom Shaw, U.S.C.G. Auxiliary

Aids To Navigation are taken for granted by most of us. We assume that they will be "on station and watching properly" showing the correct light signals and we are confident that they will guide us safely over the waters.

Not necessarily!

ATONs are damaged, by vandalism, collision, storm and neglect. Shoals form where they are not expected. Our system of navigational aids will be effective only if it is constantly reviewed. Thoughtful recreational boaters are one of the best sources of aids verification. We carry the proper charts. We know how to read them. We are familiar with local waters.

Every voyage can and should be an Aids verification trip. It is the obligation of each skipper to check the aids to navigation that he passes, to make sure that they are in place, to note where a new aid may be needed (such as a shoal forming in the channel), to check the bridges (are timber fenders secure with no hazardous protrusions, e.g., a bolt) and are signs such as those indicating clearance in good condition? If there is a problem, then **MAKE A REPORT**.

Note the location as exactly as possible, giving chart number and bearings on fixed objects such as a water tower or distinctive house on shore.

Note the time, date and water depth. (NOAA can then calculate the height of tide).

A **CRITICAL** discrepancy (e.g., a missing buoy) which might mean loss of life or damage to a vessel should be immediately reported by radio to the Coast Guard.

An **URGENT** discrepancy which might lead to grounding or stranding, but is not likely to result in loss of life or vessel damage (e.g., a damaged daymark) should be reported by telephone ASAP. When in doubt as to whether the discrepancy is "critical" or "urgent," assume "critical" and call in on the radio.

A **ROUTINE** discrepancy (e.g., dayboard obscured by bird's nest) should be reported by mail.

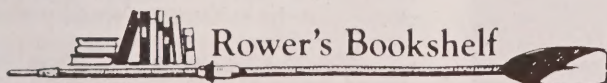
And what's happening at your marina? Is the channel shoaling? Is there is new and larger lift. Have fuel or repair services been added or discontinued? NOAA and the Coast Guard need to know.

Considerate boaters report all discrepancies and changes as soon as possible so the necessary paperwork can be completed. You and I can help make those charts on which we rely accurate and current.

If you observe a condition you believe is (or will become) dangerous, contact your local Coast Guard Station. I pass a buoy in the ICW on every patrol that was placed in response to a report by an Auxiliaryist who "discovered" a new shoal. His attention to duty has saved somebody a grounding, or worse. NOAA and the Coast Guard need, and welcome, our help. The truth is that **EVERY BOATER** is a key part of the Aids verification team.

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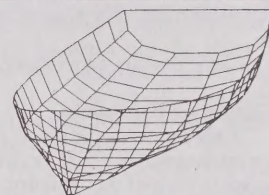
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 - Righting moment
 - Righting arm
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 - Wetted area
 - Surface area of hull
 - Lateral area
 - Center of lateral area
- **Prints out:**
 - Table of offsets
 - All graphics
 - Plywood layout graphic
 - Plywood layout offsets
 - Table of design inputs
- **Printer support:**
 - Laser or ink jet
 - Epson or IBM
 - Proprinter dot matrix
- **Sail rig design:**
 - Sail graphic
 - Jib + two masts
 - 20 sail types
 - Bowsprit



Center of effort of each sail
Center of effort of sail group
Lead of sail vs. lateral area
Table of sail design

- **CAD export:** (use for cabins, decks, etc.)

.DXF file 2D hull
.DXF file 3D hull
.DXF file plywood
.DXF file sailplan

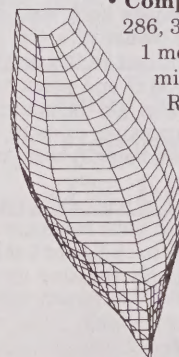
- **Modeling:**

Scale up or down .01 to 10X
In model scale do:

Table of offsets
All .DXF files
Plywood layout
Bulkheads

- **Compatibility:**

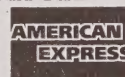
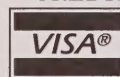
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My boat is a 22' C-Dory cruiser with a 25hp Honda. Cruising speed is 9-10mph, tops out at 13-14mph. The Honda replaced a 70hp Evinrude. It's a wonderful combination.

Larry Burton, Lewisburg, PA.

Isolation on Kwajalein

Your magazine is much appreciated out here on isolated Kwajalein. The photo gives you some idea of the isolation out here.

Most of the private boats here are larger than those covered in your magazine. Sailboats run from 20' on the small side to 45' on the large. Power boats run from about 18' through 30'. Twin engines are the rule on power craft and a kicker or inboard is mandated on sailboats as a safety rule. It's a long way downhill to the next repair station!

With the almost constant 10-15 knot winds and the heat of the day, rowing is not one of the favorite sports here. There are a few kayaks around, all plastic models from what I can tell, but they don't seem to get much use. There is one shell but, again, it doesn't seem to get much use.

Since the costs of getting a boat out here are high (some people have paid as much as \$5,000 to get a boat shipped out), there is a lot of interest in maintaining and rebuilding what is already here. And maintenance pays, as the owner of a Cal 20 in good shape will try to get in the neighborhood of \$3,500-\$4,500 if and when he decides to put it up for sale. On the power boat side, things are as expensive, or more so. A 25' twin engine Pursuit recently went on the block for \$40,000.

So it is a pleasure to read about sensible and affordable boats in your magazine. One day, with luck, I'll be back where I shall be able to indulge in simply messing about in boats.

I have purchased materials from two of your advertisers simply because they did advertise in the magazine. Based on the service

I received from RAKA Epoxy & Fiberglass and from Mr. Harold Payson, I am inclined to look upon your advertisers as a superior breed; honest, helpful and actually eager to answer questions. If I happen to be in search of a specific item, your magazine is my first choice of reference. Only if you do not have an advertiser for a specific product will I look elsewhere.

David Raschen, Kwajalein Atoll, South Pacific.

To Help a Blind Sailor

It was a warm and cloudless day so after the older two kids were in school Marena and I took the little skiff out to the mooring across the river and changed the old barnacle encrusted buoy to a new clean one in preparation for bringing the big boat down. After a stop at Grandma's for drinks and cookies we headed home fairly close to shore as the water is still high.

Suddenly there was a thump on the boat and then a huge explosion in the water right behind us, water everywhere. Near as I could figure we had jumped over a manatee lounging in the shallows. I don't think it was hurt as we searched and found no blood or body parts. Marena was impressed.

After lunch and naps we were watching a small sloop tacking down the river. She was heeled over and moving fast when she hit the sandbar right in front of the house. After watching for a while we took the skiff out for a rescue. It was blowing about 15 knots, the sloop was pointing downwind with the main up, and the skipper, alone in the boat, had gone into the water up to his chest and was trying to push the boat off.

The sloop was an old 5.5 meter about 30' long, 4.5' draft. The skipper said, "she's really not light." He was about 75 years old and had owned the sloop for about twenty years. But he'd gone blind and hadn't sailed her in about ten years. Now after a miraculous operation he could see again (sort of), and was determined to sail his boat down the river to a new marina in Melbourne.

After much tugging and pulling with no success, I convinced him to get back on-

board and raise the jib. We got the boat swung around and heeled way over and away he went at 6 knots pulling us along backwards. My towline release had jammed but some quick work with a jackknife set us free. He sailed happily away without a clue (or a chart).

It isn't often that one gets to help a blind sailor.

David Smith, Merritt Island, FL.

That's a San Francisco Bay Pelican

The article "The Fishing Tournament" by Smiljka Fitzgerald in the October 1st issue does not specifically identify the boat shown in the photo as the 12' San Francisco Pelican, designed by Bill Short. The standing lug sail shown in the photo shows a star for its insignia. However, our standard class insignia is a Pelican in horizontal flight.

Muriel Short, San Francisco Pelican Boats, Larkspur, CA.



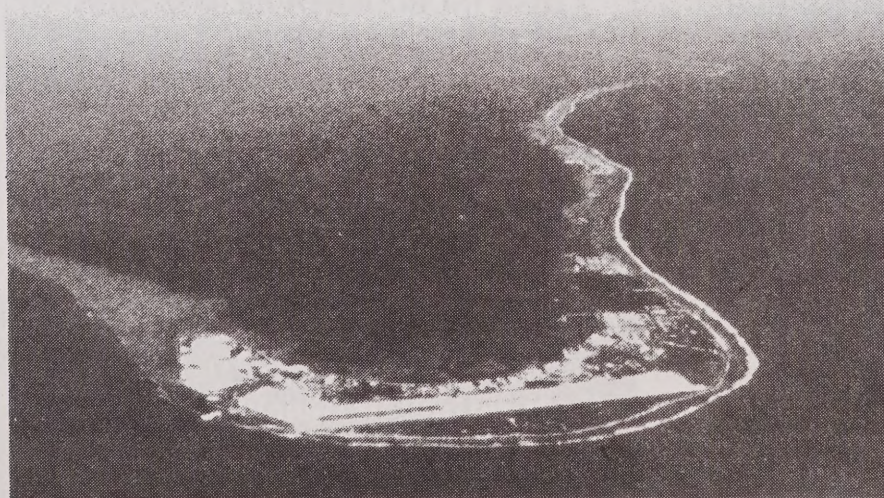
Puget Sound Pelicans

I have noted several recent articles and inquiries about the San Francisco Bay Pelican. It was designed by William Short to be home built for day sailing in San Francisco Bay, but after the Smith brothers of Samish Island, Washington, began building complete boats and kits and promoting the class, the Puget Sound area became the home of the largest number of boats and events.

Fleet III in the Puget Sound area has over 125 members and enjoys an active racing and cruising program. In September at the Second Annual Wooden Boat Regatta on Lake Union we had nine entrants in the Pelican fleet, the largest single class participating. Jean Gosse, who edits our newsletter, *The Pelican Pouch*, won the event. The prize, a hammock, revealed a hitherto unsuspected "shortcoming" of the Pelican design. Sadly the Pelican doesn't have the length or masts to accommodate a hammock slung onboard.

Readers interested in our Pelican Fleet III can request more information and a sample newsletter by sending a SASE to Jean Gosse, P.O. Box 55142, Seattle, WA 98155.

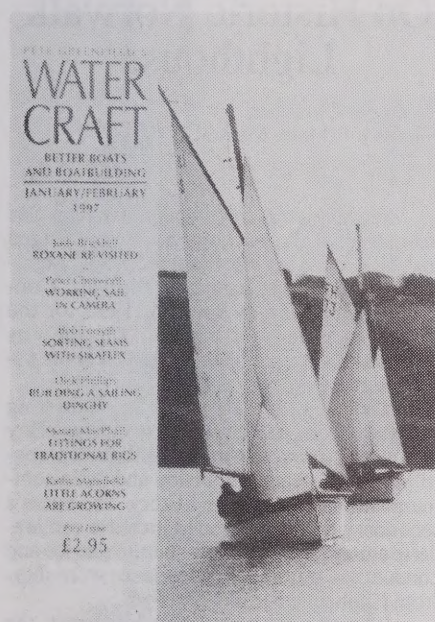
Bob Smithson, Bend, OR.



Melonseeds in the Movies

Paramount Pictures of Hollywood have just ordered two of our Melonseeds for use in a movie. Geez, what next?

Roger Crawford, Crawford Boatbuilding, Humarock, MA.



Starting Again

Yes, our magazine *The Boatman* had to cease publication when another competing publication paid our backers more to close us down than some were prepared to offer to keep us going.

So I'm starting again, but this time doing it the way I started *Classic Boat* in '87, the right way, running it from home, with some of my previous staff and I all working as freelancers with no outside investors.

Any of your readers who enjoyed *The Boatman* may like to try my *Water Craft*. As with *The Boatman*, our emphasis will be squarely on keeping old boats afloat and in use after restoration, but the techniques described will be those of today, which we will also direct towards the building of new boats.

Pete Greenfield, *Water Craft*, Gweek, Helston, Cornwall TR12 6UE, UK.

Rowing is Fine, Sailing is Better

More than three years ago I started building a small dory designed by Eric Risch. This past spring I finally launched it under oar power. It floats on its designed waterline, rows quite nicely and remains dry in choppy water. I am pleased. In a local boatbuilder's scrap pile I found an old wooden boom almost the exact size for a mast. This winter's project is to refit this spar and to make a sail. Rowing is fine but sailing is better.

One reason for choosing this design was to explore our local ponds. There are a surprising number of ponds and lakes in York County, Maine. Not all have public launching ramps. Several are mostly undeveloped so it is still possible to find wild creeks and coves with no signs of civilization.

A second reason was so my wife and I could fish. Fishing doesn't interest me, my

wife is the fisher person, but it is an interesting problem to position the boat so she can make a "perfect cast". This seemed to be a perfect combination of our interests.

After a couple of fishing expeditions she decided that she needed more room and that if she had to row she wanted closed oarlocks. As a result we ended up with a used aluminum jon boat and an electric trolling motor. I want to add a mast step, leeboards and a rudder; she is less than enthusiastic. The matter is still under discussion.

Edward Aho, S. Berwick, ME.

After 50 Years, Kayaks

After 50 years as a major canoe dealer here on the River Parker in Newbury, Massachusetts, we have now been appointed as the exclusive dealer on the north shore for Wilderness Kayaks. We invite any readers interested to drop by and see this new line.

Bunny Fernald, Fernald's Marine, Rt. 1A, Newbury, MA 01951.

Memories of Dixie II

As a young man in the 1950's I had the opportunity to work on *Dixie III* (mentioned in Walter Fullam's article in the December 1st issue) for a few summers when she was owned by Mr. Howard Pitt of Greenwood Lake, NY. While Gar Wood was a much admired speedboat champion, he had nothing to do with *Dixie II*. *Dixie II* was the creation of Clinton Crane. There were four *Dixies* designed by Crane from 1905 through about 1910 when high speed (36mph) displacement craft yielded to the first hydroplanes as the fastest power boats in the world.

To my eyes the boat in the photo is not a replica but is in fact the real *Dixie II*. She had many owners starting with E.J. Schroder, the original owner, through to Mr. Pitt and several afterward. Of special significance is Frank Miller, who is the person, along with William Snyder, who restored *Dixie II* to her early racing configuration and donated her to the Clayton, NY, museum.

The caption is right concerning the ride one enjoys in a fast displacement hull. Except for the wind in your face and a gentle roll, you feel like you're on your living room couch. The ride is devoid of the jarring pounding one expects in today's craft.

Dixie II has had a series of interesting engines that followed her original 2200lbs., 800rpm power plant. There were fire engine and gangster car prime movers plus others. When I worked on her she had a V-16 Marmon engine that moved her along very near her world speed record pace set in 1908. Her thin hull (1/4" thick above the WL) is a marvel of design and workmanship which has had much to do with her surviving all these years.

This remarkable boat is one that this once young person delighted in messing about in.

John Hoagland, Longmeadow MA.

Layden Sightings

In the articles on "Building *Paradox*" I note that little is known about Matt Layden. I think you might be interested in the following entries from an old log of a southern cruise in our Herreshoff cat ketch,

Wings.

"11/29/83: (In the Indian River) Fresh N.W. & cool. We were off under main at 7:10, a lovely run for Melbourne. The wind eased and we set the mizzen. Caught up with a tiny cat boat, the *Terrapin* of New London, CT, and spoke to the young man who was sailing her. He was several weeks from home and came down outside the Delmarva peninsula. It is an interesting boat, designed and built by the young owner, about the size of a Beetle cat but with leeboards and a fully battened sail. It could be completely closed in and oars could be stuck out the sides for auxiliary power. The helmsman sat aft with his head out a hatch. I'm afraid it wouldn't have been comfortable for an older person but apparently he was happy."

"4/23/84: We caught up with the little *Terrapin* of New London, CT, off Hilton Head in Calibogue Sound. Young Matt Layden said he'd gotten around Key West during the winter and was heading home. He can lie in little holes with only a few inches of water and he can lower his mast and pass under low bridges without much effort."

Irving C. Sheldon, Saunderstown, RI.

Your Needs...

Mighty Mite Parts

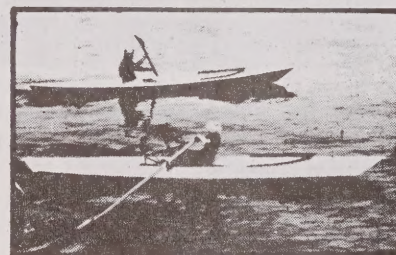
I have a Mighty Mite Neptune Model 800 2hp outboard motor in need of replacement gears. I have been unable to reach Mighty Mite Marine in Old Lyme, CT. Out of business? Moved? Does anyone know where they can be reached?

Joe Sands, 147 Kings Hwy., Decatur, GA 30030, (800) 849-5174.

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Lull before the storm...Sheffield Island Lighthouse with prudently posted life ring marked, "Sea Scouts", awaits arrival of Sea Scout Squadron.



The fleet's in...the first few vessels anchor as a Sea Scout inflatable carrying Sea Scouts from the Bronx seizes the beachhead and local prices on everything skyrocket.

Crackerjacks...the Scouting pride of Long Island Sound assembles for morning quarters.



It Is All Sparks And Steam As Sea Explorers Converge On Historic Norwalk Lighthouse

By Roger Crossland
Photos by Donna Curran

Sea Explorers (informally known as Sea Scouts) from all over Connecticut converged in the lee of the ancient Sheffield Island Lighthouse on Sheffield Island off Norwalk, Connecticut on October 5 and 6, 1996 for the "Steam & Wireless Gam '96." The site was provided courtesy of the Norwalk Seaport Association.

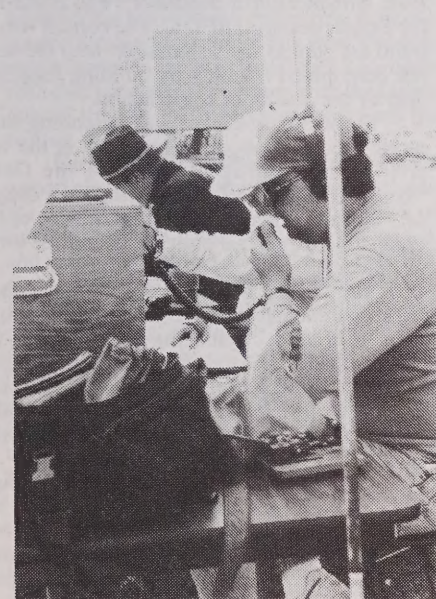
The event, hosted by the Sea Exploring Squadron of the Fairfield County Council, Boy Scouts of America, was to highlight the contributions of steam propulsion and radio communications in maritime history. The event's secondary purposes were to increase camaraderie among ships, perform public service and conduct sail training. In attendance were ships from Connecticut and New York.

In keeping with the event's theme, the ships competed in emergency radio procedures, Morse code, international code flags, marlinspike seamanship, lifesaving and firefighting. Machinist, Silver Beaver recipient and 1930's Sea Scout John Addicott demonstrated the principles of steam propulsion with a steam engine and boiler he built from scratch in his basement. *The Growler*, a work boat from the Merchant Marine Academy at King's Point, attended and its crew of midshipmen provided "command of crew under oars" training using a vintage Monomoy pulling lifeboat. Brent Hurlock and a team from the Greater Norwalk Amateur Radio Club set up a special event ham voice and key radio station which communicated with radio operators in twelve different countries and pulled in signals from former Sea Explorers from numerous states.

The overwhelming majority of the ships attended in 26 to 40-foot sailboats owned by the Boy Scouts of America. These vessels are sailed, crewed and maintained by the Sea Explorers themselves. The day culminated with a clam and lobster bake and a roaring bonfire on a cold and windswept beach. Ships 84 and 101 provided the galley cooks.

On Sunday, as part of their public service mission, the Sea Explorers performed a clean up of Sheffield Island which resulted in 90 garbage bags being lightered ashore by the Norwalk-based soundkeeper and being disposed of by Cove Marina and NRS Waste Management, both of Norwalk. The six Sea Explorer interest areas are outdoor activity, service, vocational awareness, citizenship, social skills and physical fitness. The Gam touched on each of these activities.

"In Sea Scouting, we're interested in more than just sailing....," commented Fairfield County Council Sea Exploring Commodore Roger Crossland to a Steam & Wireless visitor, "...we're interested in adventure. We're learned that the more you know, the better the prospects for adventure."



Clockwise from top left corner: Men and women against the sea: Crack oarsmen and Sea Scouts John Moranski and Bryan Collins of Bridgeport and Tim Horgan and Amy Crossland of Fairfield learn that the coxswain wishes to go waterskiing. Head of steam: Ex-Sea Scout John Addicott of Fairfield adjusts the throttle on his demonstration steam engine as Sea Scout John Kral of Southport and Midshipman Bradley Hamilton of Kings Point look on. As his life passes before his eyes: Sea Scout Scott Bighetti of Portland tosses a life ring for speed and accuracy to save an imperiled lobster buoy about to go down for the third time. Mayday, mayday: Sea Scout Sean Marushock of Portland scrambles to arrange incoherent mayday, pan-pan, and securete message fragments into transmissions of more comprehensible panic. Lean on me: Assuming energy efficient, brain cell conserving postures, Sea Scouts Bret Crossland and Aurie Boyle of Fairfield serve as panelists in a competitive session of Marlinspike Jeopardy. Live and on the air: Ex-Sea Scout Brent Hurlock of Norwalk mans a special event shortwave station in contact with twelve countries, none of which deliver pizza.





Mark Bayne (cap) and teammate nailing chines and gunwales to flat sides...



...and planking the bottom.



Graham Byrne (back to camera) and his team from North Carolina finished third.

The one woman boatbuilder in the contest.



New World Record Set for Boatbuilding

By David Carnell

On October 13th our *Sunday Star* carried an announcement of a traditional boat show at Georgetown, South Carolina, the following Saturday, October 19. We probably wouldn't have driven the 120 miles for that, but there was also the attraction of a boatbuilding contest by ten teams of two. We had never seen one of those, so off we went on a bright, crisp day.

The teams were set up under a tent on a street in downtown Georgetown. Each had 3/8" okoume plywood, clear 2x4's, Sika adhesive, silicon bronze boatnails and plans for the Bolger design skiff *Teal*. The contest was to build the boat as fast as possible with the winner determined not only by building time, but also by the quality of construction.

Mark Bayne's team was defending their world record of about 22 hours set at the festivities celebrating the start of the Ostar 'Round-the-World race in Charleston a couple of years ago. Sherry Bayne told me one of the competing teams had built the boat three times as practice.

The starting gun went off at high noon. It was apparent that several different philosophies were operating: Plank the boat and add the longitudinals vs. installing the chines and gunwales on the flat sides; rip the 2x4's with a table saw on a long extension cord vs. ripping with a "skilsaw" and a guide fence; and build the side planks first vs. the molds.

Roughly 300 spectators crowded around the tent and in the middle aisle while an announcer atop a tall stepladder carried on a running account of the progress of the teams. It was exciting fun to watch the ten teams hard at speed boatbuilding.

A local Georgetown team blew their whistle first to announce completion in about one-and-a-half hours. It was obvious that their work was not as polished as that being done by some of their close competitors. The second boat was finished in around two hours. (My data is crude because I was not planning to write a story, but the editor told me in mid-November that no one had submitted an account, so I am recounting my approximate recollections.)

Mark Bayne's team finished their boat third. There were six teams that finished under the previous record. These boats were judged on a combination of time and quality. Mark Bayne's boat won first place. I've forgotten the name of the second place winner. Graham Byrne's team from Oriental, North Carolina (the only team not from South Carolina) finished third.

There was a further competition in the water by the boats. The first rowing heat ended in a tie between Mark and the second place winner of the building contest. There was a row-off to break the tie that Mark's team won.

The event was so successful that the organizers plan to repeat it with their 1997 boat show next October.

You are standing on the deck of a whaling ship, watching rowing races in banks dories. Nearby a lumber schooner is berthed. The winner of the frosty morning's competition is the captain of a brigantine. What is the date? The 1850's? The 1920's?

No, it's last autumn, and you were standing on the *Charles W. Morgan* at Mystic Seaport, a spectator at the running of the Oarmaster Trails. Mystic Seaport, and the museum's Russell Smith in particular, are hosting this annual rowing competition.

The Trials have been organized each year for the past seven by the Cape Cod Vikings. The Vikings, with no dues or officers but a schedule of five organized and a dozen informal events each year, is one of the more active and imaginative rowing clubs around. The Oarmaster Trials has always had an unusual format. Its basic philosophy is to remove the effect of fast or slow boats from the competition. As the Mystic Banks dory fleet is the only matched rowing fleet within easy distance of Cape Cod, it was chosen.

This year ten men rowed double in five boats. Women have rowed in previous Trials, however the heavy banks dories may have dissuaded female competitors this year. The men rotated partners and boats until each had rowed with everyone else. The rower with the fastest overall time in the nine short races was the winner.

Each year the Oarmaster Trials has been a good place to learn something. The first year, for instance, it was the importance of fore-and-aft trim for control in cross winds, and many competitors showed up for the second year's race with their own movable ballast. This year Mystic Seaport supplied a barrel of lead pigs, and many competitors used them to trim their boat depending on the relative weight of each new partner. One racer remarked that the banks dories, built at the Seaport and normally carried on the decks of the schooner *L.A. Dunton* were meant to be ballasted with fresh codfish.

A sample of "what did you learn this year" responses reinforced some lessons of previous years; the importance of a high-leverage rowing position, low friction oarlocks and balanced oars. "The narrow thole pin opening limits my stroke." "The seats are too close to the pins." "I feel as if I'm pushing down about five pounds in each hand on the recovery." Several competitors were seen to remove their thwart, which fit over a frame, and lay it on the stringers forward of the frame to achieve a better position relative to the thole pins. No one this year, however, brought sheet lead, as someone did a few years ago, to wrap around the oar near the handle, effectively counterbalancing the oar's weight.

1996 Oarmaster Trials Held at Mystic Seaport

By David Stookey



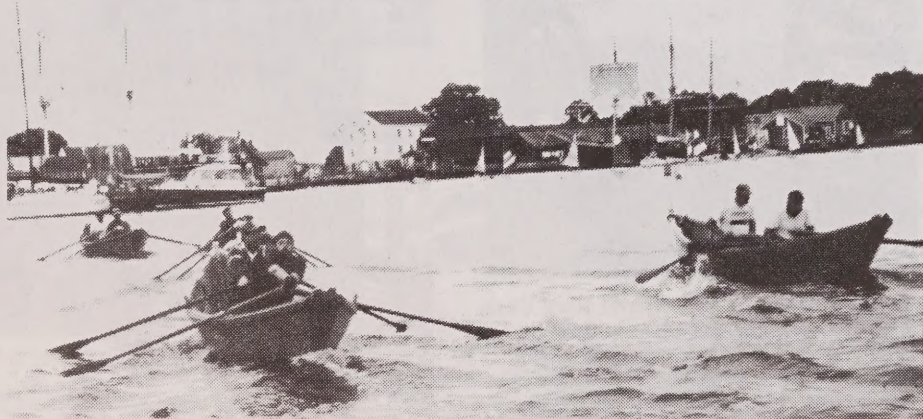
Beyond technique, the Trials this year were a good place to learn to adapt quickly. With no time or energy for practice, adapting rapidly to a partner's rowing style, stroke rate and level of ability became a critical skill, as was cooperative decision-making on matters of who should row stroke, how steering was to be handled and which way to steer in tight places.

Another lesson: "It slows you up when you hit someone." Because of the tight turn at the first mark, there were numerous collisions, giving rise to occasional breakaways by a competitors not among the bumper boats. After the first few races it became obvious that racers were trying hard to find clear water as they approached each rounding, and later races saw fewer galley battles.

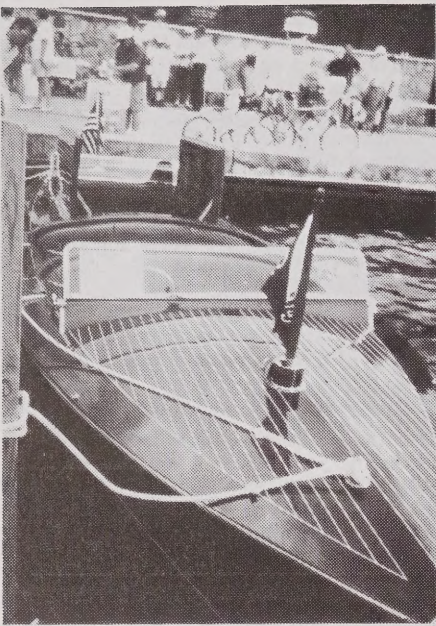
As often happens with the Oarmaster Trials, which has always been a test of a rower's ability to adapt to conditions as much as his strength, the winner was unheralded. With just over one second per race separating the first three competitors, Sean Bercaw from Falmouth took home the 1996 Oarmaster Trials trophy. The trophy was presented by Jon Aborn and Bernie Smith, designers and organizers of the race.

Sean's name joins some of New England's best known traditional rowers on the handsome dory plaque carved by Mike Orbe, a founder of the Vikings. Sean is skipper of the *Westward* and the *Corwith Cramer*, brigantines operated by the Sea Education Association (SEA), providing a semester of marine biology at sea for college youth.

As the seventh running of the Oarmaster trials came to a close in Mystic Seaport, a 70-year old ketch from St. Ives in Cornwall, with an English skipper the same age, left the dock on the falling tide bound for the Chesapeake. Oarmaster competitors massaged their forearms and complained about dories. It could have been another era.



23rd Annual Lake George Antique & Classic Boat Rendezvous



Roger John Johnson's 1934 Chris Craft 25' *Recovery*.



By Walter Fullam

The Adirondack Chapter of the Antique & Classic Boat Society hosted its 23rd Annual Antique & Classic Boat Rendezvous at the town docks in Lake George village on that Adirondack lake, a location not only admirably suited to the nature of the assembled powerboats of a bygone era, but also that at which the Society originally was organized.

A look around, with a camera in hand, resulted in these photos of some of the beautiful old boats (and some modern replicas) to be seen.

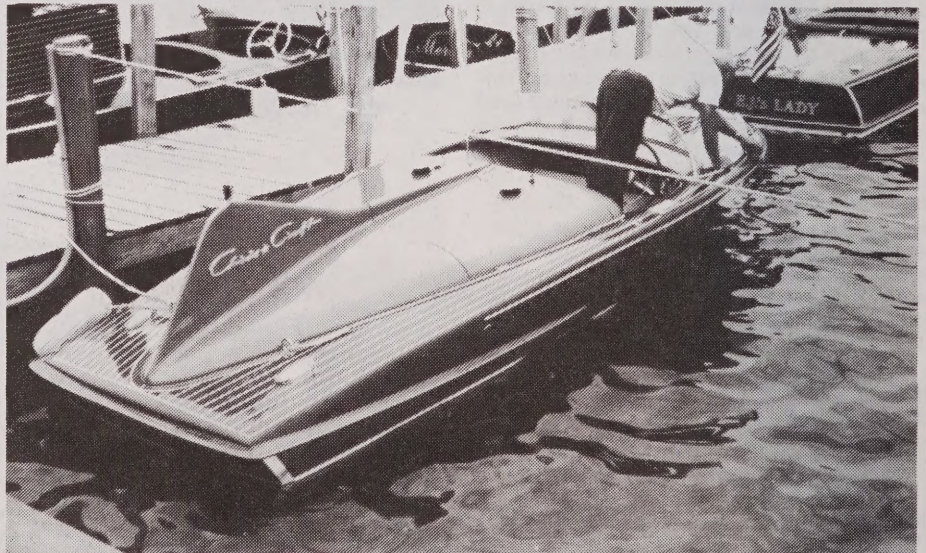


In foreground is a 1939 Barrel Back Chris Craft 19' *Agitator*. On adjacent dock broad-side view is Peter Fish's Gold Cup Replica *Californian II*.



A nice four hour trip on the lake steamer *Segwun* began for me with a visit to its engine room when it was started up.

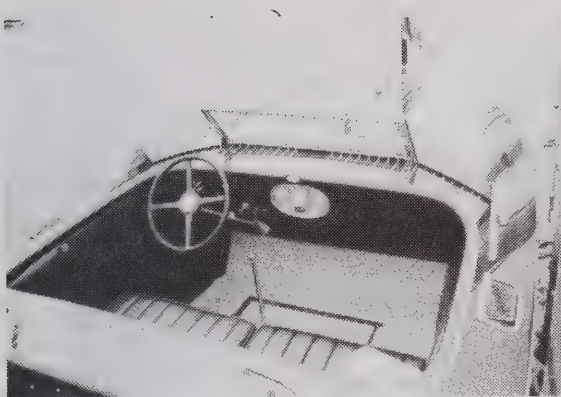
Sneaky Snake is a 1955 Chris Craft Cobra.



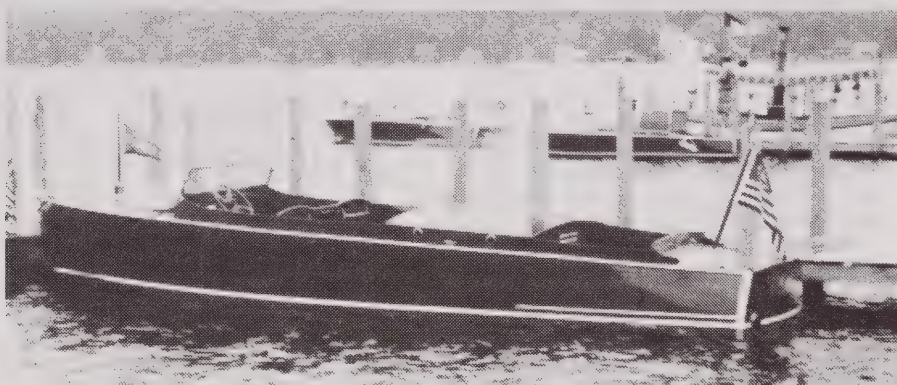
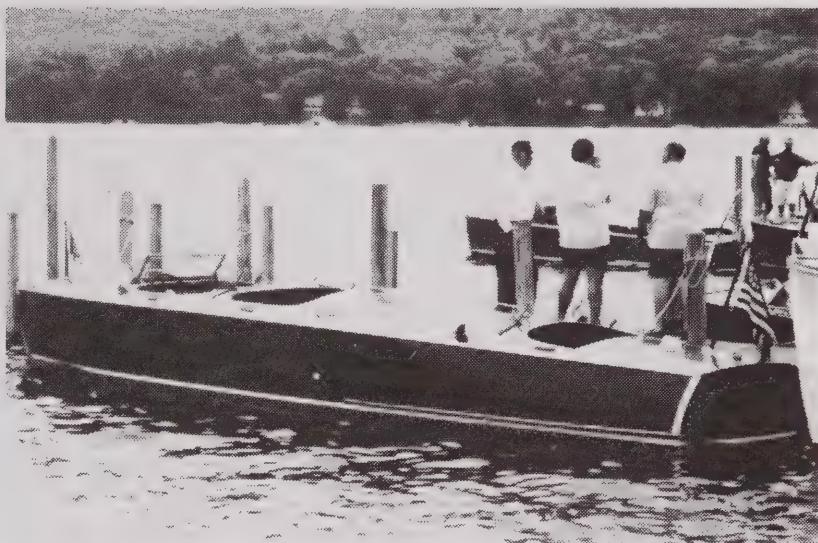
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Martin Smith's 1987 Hackercraft replica 30' *Indian Summer*, broadside and inside.

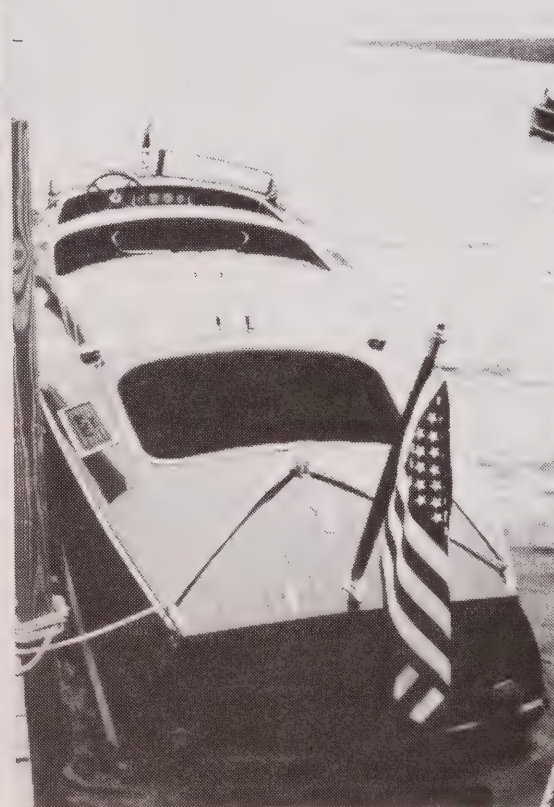
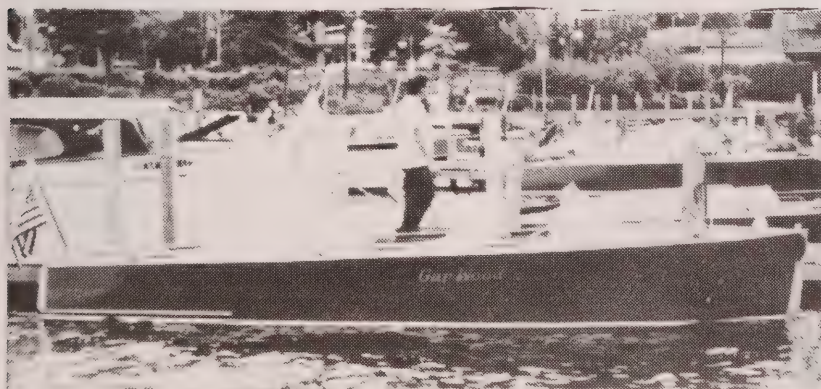


Kent and Mary Smith's 1929 Chris Craft 24' *Reflection*.



James and Lorti DeNooyer's 1992 Morgan hacker replica *Lldy Lori*.

John Michaels' 1933 Garwood 22' *Sheila Marie* broadside and ready to head out



My boat is about to be hauled for the winter and the prospect of not sailing again until spring was depressing me. Much to my surprise and delight, the weather this morning looked good enough to get yet another sail in. I put long johns under my jeans, wore a T-shirt, nylon turtleneck, a sweater and down vest out to the boat. I felt, and looked, like the Pillsbury Doughboy.

When I got to the marina, the wind was blowing about 12 knots and I was cold just standing in the parking lot. I hauled out my green nylon jacket and took my sailing gear down to the boat. I listened to the weather report on the VHF and decided to go for what most likely would be my final sail of the year. I hanked on the 110% No. 2 jib and took off.

I put up the sails shortly after clearing the head of the channel and, since the wind was blowing from the northwest, found myself running down Herring Bay. Since the wind was not too high, I gybed inside of daymark #3 and headed southeast across the shoal. It was a very high tide. The depth sounder never got below seven feet all the way across the bar. I loved being out on the boat again.

The wind was puffy and fluky, backing and clocking. After a bit I got cold, so pulled up the hood up from my jacket and put on my gloves. I'm usually OK when I can keep my ears and hands warm. A few minutes later I put on my foulie jacket. I was not taking any spray, but it breaks the wind nicely.

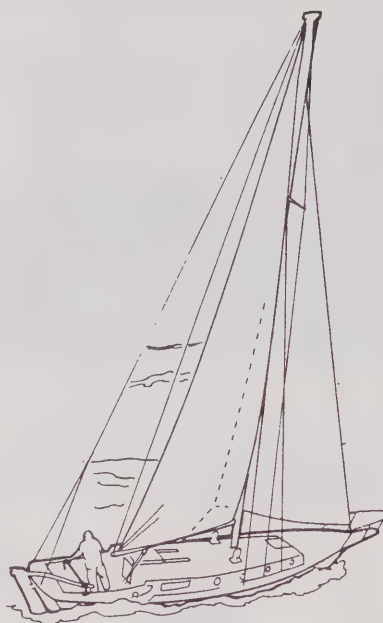
I sailed out and past nun #83A on toward Bloody Point Lighthouse on a course of about 70 degrees. It was some really nice sailing. Only one other sailboat was seen and he was way south of me. There were a lot of tankers in the deep water channel and at least four tugs pushing huge barges. How do they do that? I passed one closely and realized just how big these guys are. His wake was well over a mile long.

Although it was only about noon, I decided to tack and turn back. I thought the wind might die out and did not want to be too far out if that happened. I had plenty of gas for the engine in any event. But like most sailors, I don't like using the engine unless I really have to.

Soon after I tacked and picked up a course of about 250 degrees toward the south end of Herring Bay, I realized the wind was actually

Sailing on the Edge

By Warren Milberg



strengthening. The sail back was fast and fun, heeled to 30 degrees most of the way. It was exhilarating.

Since I got back to Herring Bay so quickly and did not want the day to end (thinking this may be the last sail of the year), I decided to turn northward and sail around Herring Bay for another hour or so while the sun was still so high. I stayed too long at the party.

I no sooner turned back onto a close reach when the first puff hit me. It was a warning shot blowing over the bow of my boat. Having a stoutly-built, traditional full-keeled Alberg 23 Sea Sprite, I always feel confident in the boat's ability in high wind and wave conditions. However, the condition of her captain is yet another matter.

Typically, the Sea Sprite sails best on a rather steep angle of heel. While this unnerves

some of my novice sailing companions, and does take some getting used to, it is an exciting point of sail. When puffs hit, I normally allow the boat to heel even more and many times find myself taking water over the rather high cockpit coamings. When a particularly strong puff comes along, I tend to either luff the boat up into the wind, or ease the sheets, sometime doing both things at once. My love of this type of "sailing on the edge" probably stems from my early sailing years when I raced one-design dinghies. Its all part of the enjoyment of sailing.

As I sailed further northward up Herring Bay, it became clear that the wind was increasing quite a bit, as were the puffs. The previously infrequent whitecaps on the waves were now everywhere. Getting a little cold from the wind chill, I leaned over to grab my thermos of hot coffee. Just as I was pouring some coffee into a mug, I was hit by a puff that felt like a freight train.

Unprepared for such a strong puff, and in an awkward position when it hit, all I could think of was this was going to be my first knockdown. How would the boat deal with it? How would I deal with it? Would the boat hold up to such a pounding? A lot of thoughts went through my head in the next few nanoseconds. I simultaneously wondered if I would be thrown into the very cold waters of the November Chesapeake Bay and, even though I had a safety harness on, would I be able to get back aboard the boat with all the heavy and soaked clothes I was wearing?

Standing almost upright on the side of the lee cockpit locker, I could not reach either the main or jib sheets to release them and bleed some pressure off the sails. Instinctively, I kicked the tiller over with my foot and the boat came back up on its feet. The puff passed and no damage occurred. Perhaps it was luck. Perhaps it was a lot of years sailing. Perhaps it was just a good boat that took care of itself. Perhaps.

On the way back into the marina, I thought a lot about what sailing is all about and how, no matter how much time you have been afloat, it is always different each time you go out on the water. I also thought about how dangerous this sport can be to both the experienced and inexperienced. And I thought that you really never stop learning how to sail.

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Some of us are not quite reasonable about islands. After all, when one drives for hours to put a small boat in the water, it would be logical to stay in the boat for a while. But no, I am no sooner on the water than I'm looking for an island to visit. Not quite reasonable.

There is a place I love, where we have spent several vacations, called Lake Quachita (pronounced Wash-i-ta). Lake Quachita is near Hot Springs, Arkansas in the Ozark Hills. Most of the shore is National Forest land where you are free to land and walk. The hills give the lake its beauty, a very irregular shape and over thirty islands. The exact number depends on the water level. It's so lovely that I have tried to photograph it, but the pictures never did the lake justice.

We had not vacationed there for several years. The desire to be on Lake Quachita was so great we decided to use our last three days of vacation time there in October.

We chose to camp in the Brady Mountain campground on the south shore. Brady Mountain is on a peninsula near a cluster of islands, an easy trip away in a canoe. David Dawson wrote that the speed of your boat determines how large a body of water appears. In our canoe and daysailer the lake seems huge. After a number of trips we haven't seen half of the shore. That suits my sense of adventure, there are unexplored lands here! Who knows what you will find.

Just before sundown we arrived and chose a campsite near the tip of the peninsula. The next morning we paddled across a cove to a wooded shore to gather firewood. Using fallen trees was permitted.

Two days of strong winds limited our canoeing to short trips in protected coves, so we drove around the lake, looking at the campgrounds on the north shore. There are ten campgrounds in all, with running water in the restrooms, picnic tables and usually a nearby launching ramp. Many have swimming areas set aside. The irregular shape of the lake helps produce a feeling of freedom and isolation. Most of the campgrounds are out of sight up inlets. The lake rarely appears crowded, even with many boats on the lake. They vanish behind islands and into inlets. Most people want a beach or island to themselves.

The third day was beautiful, and we took a picnic lunch and set out in our canoe for Big

An Abundance Of Islands

By Ernest Brock

Tee island and its neighboring isles. You won't find any island names on the map. You can be like an explorer and name them yourself. Call them Treasure Island, Cedar Knob, Pirate, Hourglass or whatever your imagination suggests.

At Big Tee we began poking into the coves around it. The water level was about four feet lower than usual and the exposed rock strata were often tilted up on edge.

As we approached the second cove, a pair of bald eagles flew out. The identification was easy, white head and tail. The wings held in a straight line when gliding. We were thrilled, this was our first sighting of wild eagles.

They landed on an island at the other side of the group. We tried to sneak up, keeping a island between us and the eagle keeping lookout. As soon as we came out from this cover, he dove off the other side of the island and they were gone.

We resumed our gunkholing. Finding people using some of the coves on Big Tee,

we began to land on other islands. We decided to make a game of seeing how many we could visit. We made a rule, a landing could not be counted unless the island was large enough to support at least one tree. Some, like Cedar Knob, have traces of camp fires on top, others appear to be untouched by man. The closeness of the islands made the game easy as some of the island are only a stone's throw apart.

We stopped for lunch on the ninth island, a good-sized one. We ate looking at the beautiful lake and enjoying the warm sun. I climbed up to the top of the island to settle my lunch.

Afterward we continued along the shore, leaving the group of islands. The next islands were larger and farther apart. A scuba class was diving at one of our favorite spots, where a strata of rock is tilted up 40 degrees, yet lies as smooth as pavement as it comes out of the lake.

Finally, after the twelfth island, we were feeling a little tired and turned back to camp and supper. As we sat around the camp fire, we reflected on the wonderful day on the water. Even though we have to return home and work the next morning, we were satisfied. The time on the lake had been worth the trip.

I ask one favor. Don't tell too many people about Lake Quachita. We wouldn't want it overcrowded. It is better as it is.



This summer the Maritime Program experienced a fairly tiny victory that felt enormous while it was occurring and left in its wake a sense that, regardless of the twists and turns of our world, we truly are on course. The story is a subplot of our summer recreational rowing program in the Navy Yard called "We're All in the Same Boat." Same Boat was conceived as a vehicle to bring community police and neighborhood kids from across Boston to the Harbor to learn to row and to meet other crews in short, upbeat races. Our summer workforce in the city is made up primarily of young men in transition from juvenile prison to either a residential facility or home. In a role reversal of epic dimension, the adjudicated kids act as race course judges, referees and often coaches for the cops and their crews. The program has evolved, over the three years, to include public housing recreation centers, Boys and Girls Clubs, church recreation programs and summer day camps for kids with disabilities. It is this last group that became the high point for us all this past summer.

Camp Bunker Hill is a summer program for youngsters with emotional and behavioral problems that prevent them from going to other day camps. Quick tempers and volatile feelings can run rampant with these kids, and an intense structure is overlaid on all their activities in order to cope with these emotions. Camp Joy is for youngsters with a range of intellectual and physical challenges. The camp serves Downs Syndrome kids, mildly autistic kids, developmentally delayed kids, all sorts of kids with a staggering array of impairments. Our goal was to push the parameters of the youngsters' self and group-definition through Same Boat, and push we did.

Camp Joy spent their first trip to the Yard not learning the rudiments of rowing, but simply attacking the daunting task of learning to clamber down a 15' ladder to the floats at low tide. Leaving the stable timbers of Pier II to step onto the floats which, of course, move around, is always a revelation to kids who have never been off solid ground. Boats roll one way and docks another in total discordance. Giggling and squealing mask all manner of terrors, real and imagined. The perceptual limitations of Camp Joy's children made this phase even wilder than usual, so we truncated all the initial lessons and worked simply at dampening fears and learning names and faces.

The second session that first week actually got the crews rowing, some no further than the stern of the WW II destroyer that is our neighbor and wind-break. We found that the necessity of assuring safety required that we have two "able bodied" rowers from the junior staff on board at all times to offer comfort and guidance and to guarantee we could get back to the docks. This meant that our DYS kids had to confront all of their fears about the handicapped and reflect on kids who acted out in the boats. The latter revelation by definition put their own behaviors in stark relief, and I could see some of them remembering their own first trips out on the water only two weeks before. Some of our DYS kids have children of their own, and they turned out to be the best and most understanding in these chaotic first voyages.

The kids from Camp Bunker Hill were intelligent and verbose, but utterly lacked impulse control, individually and as a group. With this group, each inadvertent splash became a

We're All in the Same Boat Hull Maritime Museum's



By Ed McCabe

personal affront and each small trip assumed the feeling of an epic journey. Interestingly, the boys, to a man, fell head over heels for Dinora, a magnificent Latina junior staffer from East Boston, and their affection for her became the tool that kept order in the boat. It was amazing to watch two or three 12-year-olds vying for Dino's attention, and to see her sagely crack the whip and use her power to help her crew grow.

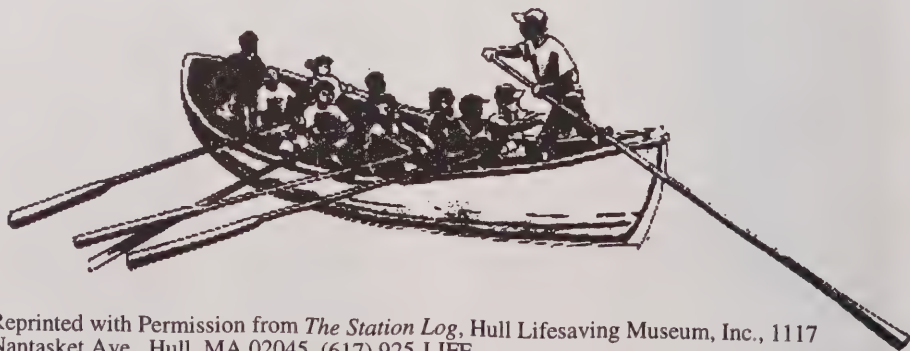
Least this sound too grim, there was little as exciting this summer as watching the crews come screaming into the Yard like a wave of banshees in anticipation of going out onto the water. The measure of success for novice crews is how far they can travel. Since our special needs crews couldn't venture too far afield, we started teaching them to think in terms of crews. We learned starts and sprints and comically tried to hold ourselves together over truncated race courses. As their skills and confidence grew, and we began to hold mini-races, we had the delightful experience of having to teach the crews how to exhibit good sportsmanship. We allow no whooping, arm pumping gestures of triumph in the boats, but try to instill a perspective about the fragility of victory and the importance of respect for fellow competitors. In this age of gold medal mania, end zone histrionics and in-your-face athletes, all kids need serious lessons about athletic and personal dignity.

As the season progressed, with each camp coming to the Yard for two hours twice a week, the kids began harping on us for their promised racing shirts and nervously anticipating the Big Race day. We surely shared their anxiety, perhaps for different reasons. But putting on any race means coordinating crews, coxswains, coaches, officials, awards and food, then tossing the whole catastrophe in the air

and trusting that the collective soul of the group will prevail. Suffice it to say, it did.

There are a number of moments that stand out in my mind revolving around one particular crew from Camp Joy that I coxed most of the summer. I had Ulysses as stroke oar, with Brian and Rayshawn backing him up. In the engine room of the boat were two youngsters with Downs Syndrome, Andy and Lydia. Lydia was always pretty good at rowing and required only a modicum of attention, but Andy's struggle was monumental. It took literally weeks to teach him the fine motor coordination to actually take one stroke and then to string a number of strokes together. By the end of the season, not only had he learned, but he would not stop, even when the rest of the crew "let it run." Andy would keep up a manly stroke, driving the boat in a circle and only stopping when one of us would slide through the boat and hug him, something few other coxswains in the world have in their bag of tricks. Andy would then turn immediately to the opposing crew and "trash-talk" the day-lights out of them. He is such a sweetheart you could not get angry with him, but Lydia, relatively reliable, turned out to be quietly nervous on race day to the nth degree, so much so that she mixed up the dates of the Camp Talent Show and the Race. As a result, she showed up at the Navy Yard in a long, flowing skirt, blouse, and heels, one heck of a racing outfit. Undaunted, she climbed down the ladder and hopped into her seat, the unchallenged fashion maven of the entire circuit.

An article in the *Boston Globe* caught the heart of the event and its finale on the deck of the USS Constitution, including crews tossing oars and the ship's cannon booming a salute in return. However, words cannot capture the awe of the crews who gathered on the foscle of Old Ironsides to meet Commander Mike Beck and Chief Joe Wilson, who lauded them for their work and presented each rower with a certificate and also a golden key on a ribbon. At the time of the race, the Olympics were only a week old and the spectacle of the multiple awards ceremonies stood fresh in each child's mind. As Mike placed the keys over the youngsters' heads, each one was awed by the power of the place, the stature of the men and their role in the experience. As they rowed back home to our docks, tossed oars for Captain Beck (practiced at great length) and were answered by the single thunderclap of a ship's gun, no one, kid or coach, was not moved to their roots. I looked at Andy, Lydia and Ulysses and my whole crew with the same pride that any coach anywhere does. They had changed from individuals to a crew, before my eyes.



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Sweet Pea on Deck

By Lenny Lipton

I have always enjoyed sailing my 9' Dyer around harbors and marshes when cruising. I thought it would be nice to have a paddling boat that would give me a bit more exercise than the sailing dink.

I had known about Platt Monfort's "Geodesic" designs for some time and made arrangements to stop by to see some of his boats one time when I was in Maine.

My requirements were twofold; first, the boat I would build had to be small and light to be easily stowed and launched from the 33' sailboat I have; second, I had to be able to nest two boats in the manner dories were nested on fishing schooners so that Wendy would be able to have a paddling boat, too.

We had a pleasant visit with Platt, who, friendly and full of enthusiasm normally, was extra enthused about my idea. He showed us many examples of the small boats he designs, most of which could be plucked from their resting places with one hand outstretched! I have always loved the lines of the Peapods of Maine and the Sweet Pea design was chosen. Platt sells the plans and instruction booklet for a very reasonable price. In fact, his \$5.95 booklet on all his designs is not a bad place to start your selection process. He also showed me the Monokote (registered trademark) for applying a very shiny, waterproof finish to the boats.

What I actually did was to stretch the design 7" in length and 3" in beam to allow the first boat to be the "outside" boat in the stacking process. An injured shoulder prevented Wendy's boat from being built first, which was the original plan.

Monfort says that if you have ever built a kit (model plane or boat) you can build one of his designs. I think he is quite right. Although he offers kits and even partially finished boats, I built from the plans, milling my own wood on my trusty, inexpensive Skil table saw. He recommends a hollow ground planer blade from Sears and he is right, the wood takes very little finishing after that.

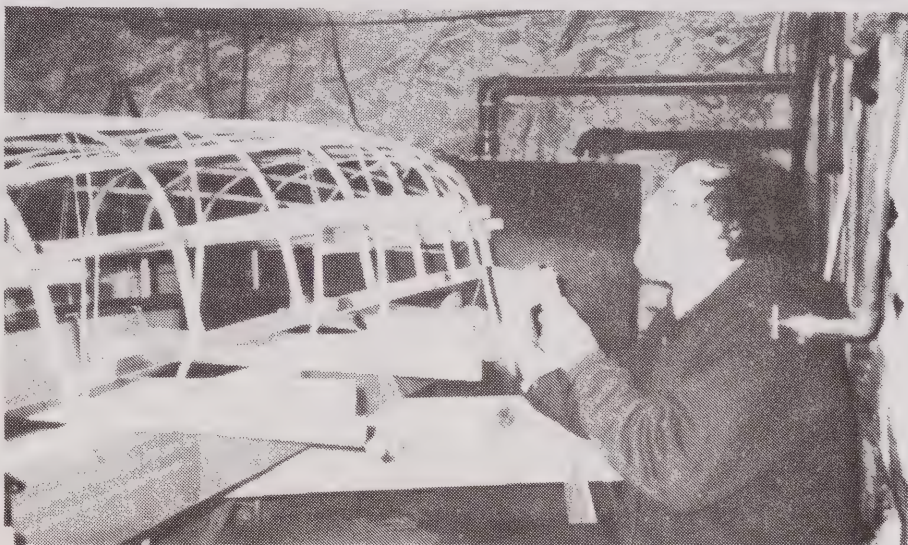
The boat took about 55 hours of pleasant labor to build. His instructions are good and the video he sells is well worth the price for a first time builder of this type of boat as it gives lots of hints. The only place I disagree is that I mix the epoxy according to manufacturer's instructions rather than varying the ratio.

The finished boat is a pleasure to paddle. It is light, fits well on the foredeck right side up or inverted and also fits on the cabin top. It does obstruct visibility a bit but weathers tropical storms well, is easy to launch and retrieve. Early in its career I did not have it tied down well and it was blown overboard when sailing close hauled in a good breeze. I had made two floatation devices out of parts of an old Type II life jacket and the boat floated well and was very easy to recover. I weigh 200 pounds and the boat holds me very well and is seaworthy when used as intended; that is, as a protected water boat. I capsized it once learning to get into it from the beach and another time getting in from the crossbar of a trimaran. Oh, well, it was fun. Performance is on par with a 9' and a 10' Keowee kayak that friends own, even though my boat's overall length is 8'.

Hopefully, next summer Wendy's shoulder will feel better and she will be paddling, too.



Paddling in company in the Lagoon Pond at Vineyard Haven, Martha's Vineyard with Carol Dichter of *Interim*. Summer 1996.



The author, a-building.

En route to paddling grounds, two more slats for backrest were added later.



What follows are edited for publication e-mail messages which I entered on the 'Net immediately following the Nov. 15, '96 publication of the article entitled "Boating Made Practical" by the Pintle Sisters, Maude and Jane, Founders of the Even Further West System (tm) of Boat Construction. To any doubters, let this be a clear demonstration of the worldwide impact, and high quality of the editorial content of this publication.

From: marc_pettingill@juno.com (Marc F. Pettingill)
To: Yacht-List
Date: Sun, 10 Nov 1996 13:45:15-0500
Subject: Yachting Secrets Revealed

I have been a Yacht-List subscriber for two months or so now. In that time I have learned more stuff than I thought imaginable. Still, I think there must be some as yet unrevealed yachter's code that I have missed. I say this because of an ad in this morning's *Norfolk Virginian* --Pilot classified section. It reads:

"Boat Accessories: Pair 471-T1 Detroit Diesels. 1800 hrs. With 506 Twin Disk Gears. Excellent Cond. \$7500 per engine."

I ask you, on what size "boat" would two Detroit 471-T1 diesels be considered an "accessory?" 100 ft? 200 ft? 300 ft? This ad doesn't make a lot of sense unless it is in some secret code known only to yachters.

When I finally got around to reading the Nov. 15, '96 issue of *Messing About In Boats* that arrived yesterday, in an article entitled "Boating Made Practical" by the Pintle Sisters, Maude and Jane, founders of the Even Further West System (tm) of Boat Construction, "I may have found the answer to the Detroit Diesel "accessory" question. I quote:

"Another very important source of flotation (editor's note: This word originally read "flirtation" but I have edited the sister's comments to confine them to boating matters, at least for now) is almost always overlooked. Most sailboat skippers like to think that a real sailboat doesn't need an engine, or at the most, just a small minimal engine. Well, you're dead wrong if you feel that way. As you know the larger the engine the larger the displacement, and we all know that displacement is what makes your boat float so the bigger the engine, the less chance that your engine will contribute to your sinking. This fact should be obvious to the most casual observer.

Here at the Boat Design School we almost always recommend diesel engines because they come in really big sizes and then you can put in really big fuel tanks. You will have the safest boat in your area. As the engine displacements get really big, these very large engines will actually float. We are continually surprised that this remains a fact not generally known among much of the boating clan."

Later on "...if the catastrophe happens at sea, the motor can be used as a personal flotation device (PFD) which of course suggests that the prudent boater should attach survival gear to the motor well in advance of any disaster. (Maude thinks this may actually be a Coast Guard requirement now)."

So there you have it; the two Detroit Diesel 471-T1s are being offered as emergency survival gear. I can now see that the word "accessory" is actually code for "stuff

Yachting Secrets

By Marc Pettingill

required by the Coast Guard."

It's just as I thought, my new 'Net friends have been withholding vital information. Well, I just want you to know that even though I am just a simple canoe builder, I have a many sources of information, which you can be sure that I am studying long into the night so that in the very near future I will be able to read yacht and boating ads with confidence.

And you might as well forget about calling to see about the availability of the 471-T1's; by the time you get this I will have arranged for them to be delivered to my shop for installation in my next two ultralight canoes. They will be the perfect "value added" options for my canoes at the 1997 Annapolis Power Boat Show.

"Marc Pettingill, All-Wood Ultralight Solo Canoes, NOW WITH 471-T1 AUGMENTED FLOTATION! (Only two of these special accessory packages available)."

From: marc_pettingill@juno.com (Marc F. Pettingill)
To: Yacht-List
Date: Mon, 11 Nov 1996 18:44:31 -0500
Subject: Another Yachting Secret Revealed

Friends (both of you), listmates, and gentle lurkers, I have been overwhelmed with the response to my Yachting Secrets Revealed posting. The volume is so high that my mail server calls me and begs to download incoming e-mail so that the entire world wide web won't back-up like a clogged holding tank. Needless to say, I am humiliated and horrified, er... humbled and honored that my report has touched a deep chord in so many readers.

There are some comments in the responses that require an immediate response. Some responders have taken me unfairly to task for leaving out most of the complete and unexpurgated story of the fiberglass termites. For this I apologize but I had assumed that everyone's attention span is as short as mine. Here then is the deleted text. Again I quote from the article, "Boating Made Practical" by the Pintle Sisters, Maude and Jane, founders of the Even Further West System (tm) of Boat Construction, from the Nov. 15, '96 issue of *Messing About In Boats*:

"We would like to put you on alert to an upcoming concern to most boaters. Here in Southern California we are seeing the spectacular infestation of the killer bees and they are getting most of the publicity regarding bugs, but an equally serious problem for boaters here is the very recent but purely accidental importation from Taiwan of the fiberglass termite. Fiberglass termites are quite small because they have to be to eat the very fine filaments of the glass. They are mostly transparent, probably due to eating glass, so they are very hard to see and their damage is often overlooked by marine surveyors.

According to some so called "experts," the first major symptom is the catastrophic implosion of the lower hull due to the water pressure on the outside. We think that there actually is a prior indication which has been

overlooked by most experts in the industry. We are referring to osmotic blisters. Our in-house research at the Even Further West System (tm) of Boat Construction shows that these so-called blisters are actually egg chambers which are completely filled with clear eggs, nymphs, and pupae of the fiberglass termite.

Since most boats do minimal floating with the bottom of the hull scattered on the bottom of the estuary, the installation of large cast iron fuel tanks (impervious to the efforts and effects of the fiberglass termites) would be quite wise and preventative. Unfortunately your large displacement motor wouldn't help with flotation in this case since it would be bolted to the missing bot-

Fortunately, however, the termites often do such a good job of destroying the hull that the motor usually breaks free from the fiberglass motor stringers and bobs to the surface, where in more sheltered waters it can be readily retrieved by a crane barge, or (herewith that portion I did include earlier) ...if the catastrophe occurs at sea, the motor can be used as a personal flotation device (PFD) which of course suggests that the prudent boater should attach survival gear to the motor well in advance of any disaster. (Maude thinks this may actually be a Coast Guard requirement now.)"

So now you know the whole true story and you can hold an informed discussion with your local fiberglass hull expert when he tries to sell you the bill of goods about having to strip the gel coat. Just tell him to straighten up and fly right or you'll call the Orkin Man and shortly thereafter rid the world of innumerable insectoid vermin including one bipedal rodent-like creature who is standing immediately in front of you.

From: marc_pettingill@juno.com (Marc F. Pettingill)
To: Yacht-List
Date: Tue, 12 Nov 1996 13:25:15 PST
Subject: The Last Yachting Secret

To whoever started the rumor that I have been holding secret negotiations with the Even Further West System(tm) School of Boatbuilding as to a tenured position on their staff as Professor of Boatology, I want to make myself perfectly clear, and you can bet I am speaking with righteous indignation, when I ask, how the hell did you find out? The sisters assured me that our discussions would be held in the strictest confidence.

On finding out that the curriculum was concentrated on the regurgitation and reconstitution of the up to now pretty much missing from the Web, "Ye Olde Junque Rigge", I respectfully declined. In my place I suggested that given his recently erudite remarks on the same, the position be offered instantan to Craig O'Donnell and besides, I have seen one of his sail creations and it was about as junquey as it could be and I couldn't think of a more laudatory, much less laughable, recommendation.

Since throughout my postings I have made an effort to be honest, I must tell you that Maude and Jane roped me into appearing at their school as a guest lecturer. They assured me that I would fit right in there in southern California, and they hoped I liked assorted fruits and nuts, but I told them I wasn't a vegetarian so it didn't matter to me

anyway.

On dates yet to be announced coinciding with the highest of the higher high (Hi-Dee-Ho) tides, I will be teaching a one-week course on my latest design which is the "Linoleum Canoe." This project is the result of a multi-agency research grant and has the reluctant approbation, if not outright rejection, of every eco-yuppie group that you can think of and Congoleum(tm) which is the corporation that you walk on every day without even saying a kind word. I have to extend kudos and accolades to the Tidewater Origami Club for their invaluable assistance without which I am sure I could not have done without.

If you should ever have the disingenuous pleasure of laying your baby-blues on a Linoleum Canoe, you will not but cease to wonder at its close resemblance to one of those pointy hats that you can fold up from a piece of newspaper and give to some ungrateful kid. This is on account of our having planned it that way because this way you get everything you could possibly want in a single boat and thereby finally lay to rest the whining and carping that every boat is just a bunch of compromises which they always blame on the designer.

Although I am sure that you already get the picture, let me tell you about the many irreconcilable, and to my eye irrelevant, features of the Linoleum Canoe. You will note that it has a built-in sail made from the hollow pointy part sticking up in the middle. I know there will be much discussion as to the historical precedents of this sail shape. Let me say once and for all, without fear of restitution, that this shape was discovered by me on a long forgotten, Viking begotten fishing boat type called a "cott," which has a strong resemblance to a canoe, and was endemic to the bogs around Codswallop-On-Thane on Scotland's southern shoreline around the time of Vortigern the Usurper.

With just a little effort this sail can be distorted beyond all recognition to take the form of any of the NACA airfoils that the go-fast crowd are always crowing about. In a race while they are running about changing sails, all you have to do is warp in a new foil shape and laugh all the way to the bank, and for this reason it may be best not to race in a narrow river like the Thane.

The Linoleum Canoe's hull offers a platform that with far too little effort can be convoluted almost without even thinking about it from a mono-hull to a catamaran. But, I think this is just about enough about of the features of this uniquely singular craft so I'm going to defer to the Pintle Sisters to say any more because I don't want to cause a risk to their being able to foist another egregious service on the much put-upon boating community.

Marc Pettingill, All-Wood Ultralight Solo Canoes (sorry, no more hulls with 471-T1 augmented flotation).

More Than One Way to Skin a Cat

By Smiley Shields

A couple of years ago, I was given a wreck of an old canoe that was most intriguing. The party who gave it to me said it had been made in Seattle by the Willets (spelling?) company. In its prime, it must have been a spectacular canoe. It appears to have been hot molded using resorcinol glue. The hull is only .20" thick and laminated from four layers of what appears to be very superior Honduras mahogany. The two sides were fastened together by bedding them in a tar-like mastic and then nailing them to a relatively heavy keelson by means of hundreds of brass tacks.

The canoe had been badly abused. It had been left outside for several years and had also suffered from incompetent attempts at repair. The hull was rotted through on both sides of the keel for most of its length and someone had managed to burn a foot square hole amidships while attempting to remove paint with a torch! On at least two occasions it came within a few seconds of being consigned to my ever hungry wood stove; only the beauty of the relatively undamaged parts of the hull saved it.

I kept it around for a couple of years and I must admit that I squandered a lot of time trying to figure out how to fix it. Then one day I realized that there was a small canoe that was struggling to get out inside of what was left of the large canoe, so I cut 6" out of the middle of the hull from one end to the other. This got rid of the keel and associated rot. I then cut about 4' out of the two half-hulls amidships which got rid of the gaping hole and some other problems.

This gave me four beautifully molded panels. I then "stitched and glued" the four panels together to create a neat little hull that finished up 12'3" by 28", the perfect size for a double paddle canoe adequate for my 100kg (sounds a lot better than 220lbs doesn't it?) mass. At first it was only 9" deep so I strip planked another 2" on the gunwales for added depth.

The *Julianannana* was launched on the Fourth of July, 1996. I have been on many adventures in this little canoe since then and I continue to have more and more confidence in it. The molded hull is tremendously strong and resilient and has quite a different feel than a strip planked hull.

I also built a really fine "quill" type

paddle for this canoe. It is 9' long and its blades are 24"x 3 3/4"x 1/4". It is unfeathered and the loom is elliptical in cross-section. It is made from select vertical grain Sitka spruce and both the blades and the loom are reinforced with carbon fiber. It weighs 33 oz and is wonderfully stiff and is actually "overbuilt" by several ounces.

I didn't believe it when I read about narrow "quill" paddles, but you actually can feel the vortices flowing off the blades as it is pulled through the water. I do not understand it when I see folks propelling refined boats they have spent umpteen hours constructing with clumsy paddles that look like 2x4's. The combination of spruce and carbon fiber allows the amateur to build superb paddles that exactly meet the requirements of the user.

The way to do this is to build a paddle of the size you want, and then shave it down until it is much too flexible to use. Then start adding "tows" of carbon fiber back to it. If it flexes too much in a particular spot, reinforce it with another layer in that area. If you put on too much, a few minutes with a rasp will cure the problem. You can do this any number of times until you get it just right. Carbon fiber is incredible stuff!

It is extremely important to make the blades as light as possible, otherwise you waste a lot of energy overcoming the angular momentum of the blades when they are out of the water. Long, narrow blades are not only more efficient hydrodynamically than short, wide ones but their center of gravity is closer to the center of effort of the whole paddle and therefore their angular momentum is less. The best of the aboriginal paddlers, the Aleuts and the Greenlanders, both used quill paddles. If you are going to get the best out of your boat, build a custom paddle!


By the way, all double paddle canoes and kayaks should have good, strong foot rests. You may not want to use them all the time, but under rough conditions they immeasurably increase your control and efficiency and therefore your safety.

Do yourself a favor and build one of these little boats. Its versatility and elegance will seduce you into spontaneous adventures of the most delicious sort. Learn its (and your) limitations in safe water and remember that, especially in cold water, stupidity and overconfidence will get you drowned in a hurry. Be considerate of those who love you and always wear your PFD!

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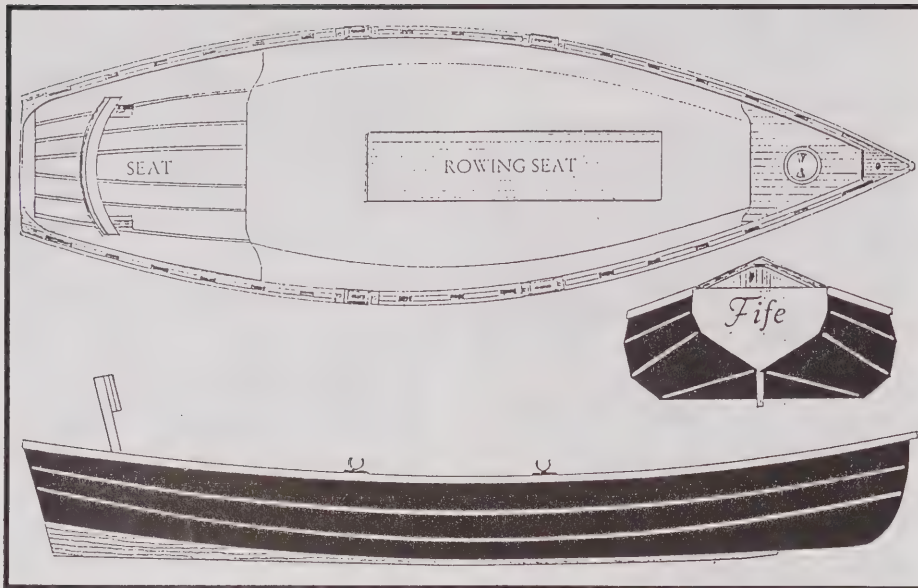
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Fife

By Glen L. Marine



The Fife was designed for my daughter who wanted a rowboat she could carry that would be a "real" rowboat that she could take someone else for a ride in. I added "stable." Fife was designed to be a "real" rowboat. It is lightweight (the test model weighed only 98 pounds, including fiberglass) with a wide bottom for stability and to maximize buoyancy. The hull depth was kept to 13" to minimize windage. The rounded sides and tumblehome make this a very stiff boat, even using lightweight 4 mm material on the sides.

Most small boats designed for serious rowing tend to feel "tippy." The wide bottom on Fife makes her remarkably stable, yet the bottom shape makes her a very efficient rowing boat. People who normally feel uncomfortable in small boats will find Fife comforting. The full-length skeg allows her to row true even with an inexperienced oarsman. There is plenty of watertight storage under the fore and aft seats for extra clothing or picnic supplies.

The waterline is at 3" with a 130-pound oarsman, 3-1/2" with 190 pounds, 5" with 395 pounds and 6" with 540 pounds. Plenty of capacity for you, a friend and a hefty picnic basket.

With two sets of movable oar lock sockets, the rower's seat allows the oarsman to change position when a passenger sits in the comfortable stern seat and with different passenger weights.

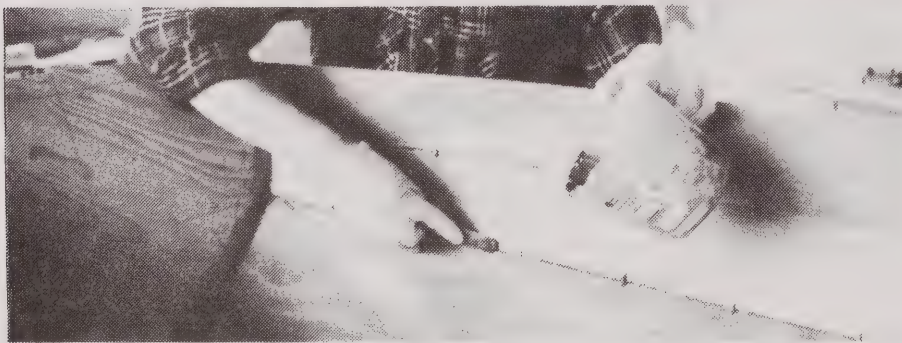
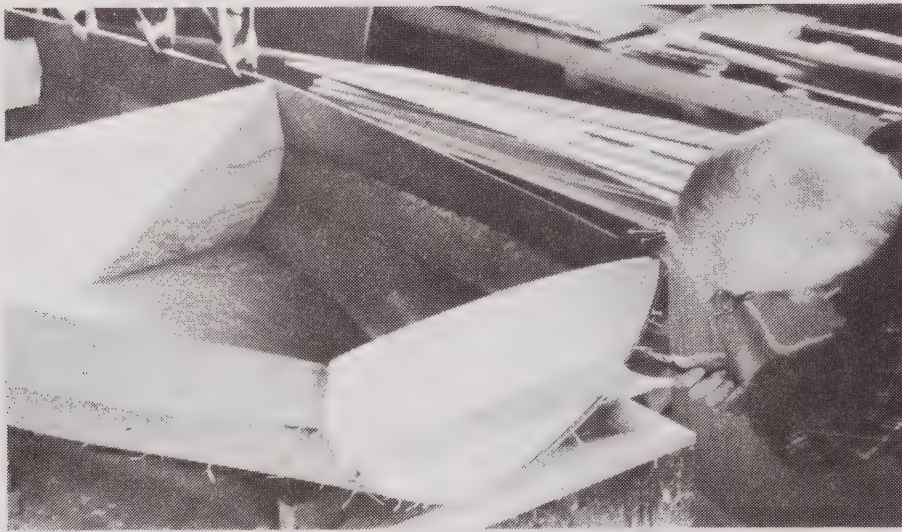
Viewed from aft, she has a traditional "wine glass" stern. The lines guarantee that anywhere Fife goes, she will get many more than second glances.

Performance report: An inexperienced oarsman rowed one passenger around the harbor for over two-and-a-half hours without fatigue. There seemed to be little additional effort required with two passengers. With two passengers, the oarsman used the aft oarlocks, allowing the forward passenger to sit on the front of the rower's seat and face forward. Note: Aft seat shown in photos was modified per drawing above.

COMPLETE PLANS include full size patterns for the side and bottom planking, bulkheads, seat tops, breasthook, form and skeg. Includes material listing, plywood utilization details, laminate schedule, Stitch-N-Glue manual and the complete building instructions.

CHARACTERISTICS:

Length overall	12'0"
Beam	3'8"
Depth amidships	13"
Depth at bow	19-1/2"
Weight (approx)	100 lbs.
Hull type: Flat bottom with fore and aft rocker, multi-chine sides, designed for Stitch-N-Glue construction.	



First Try for *First Tri*

By Mark Fisher

I sure don't know where the summer went! I'm pleased to be able to report that I have made some progress toward completing *First Tri*, my experimental trimaran. The final (for now) specs are as follows:

Main Hull: 16' LOA, 23" beam, tortured 4mm okoume with 6oz FG over and 3mm decks, solid mahogany transom, coaming, and dashboard. It looks more like a traditional sailboat than a kayak with a plumb bow and square stern. One person can easily lift it.

Akas: 2"OD aluminum tubing set in 2"ID PVC molded into hull.

Amas: I intend to try a variety of designs. The initial amas are low aspect asymmetric foils of NLF(1)-0115 profile with built-in flotation, 3mm ply over 1/2"x 1/2" spruce frames on 3mm ply longitudinals. They are 2' deep, measuring 7'x 10" at the top tapering to 4'x 6" at waterline and are mounted via 2" PVC sockets set at 45 degrees. Other ideas include small planing amas and larger, submarine amas.

Foils: The main daggerboard is 30"x 10" with NACA 63-010 profile and the rudder is 24"x 10", same profile, with the forward 2-1/2" fixed and the aft 7-1/2" pivoting. There is an inverted "T" (20"x 10" truncated) mounted to the bottom of the fixed portion and the whole thing can kick-up for beaching, etc. (it actually is much simpler than it sounds!). The rudder and daggerboard are ply skin over spruce frame with uni-carbon and FG covering. The "T" rudder is a solid laminate of layers of 1/8" ply.

I still plan to try "flying" foils deployed at 45 degrees from within the larger foils. These will be high aspect (5"x 30") EPL 423 profile foils for max lift/drag and will be laminated spruce, both with carbon and FG reinforcement. I have the blanks laminated and just recently received the templates for the foil section which were laser cut in 1/4" steel via a CNC machine at my brother's shop (nice to have connections!). These foils will be of asymmetric section and will be extended or retracted from the amas via cockpit controls.

Sail Rig: I have a 7.3 MA2 windsurfer rig and have incorporated a mast track into the hull. The rig is stayed by a solid FG forestay which is also mounted in a track allowing varying degrees of mast rake with 15" fore/aft adjustment and one shroud to either ama, using wire or line. The main sheet system is a 3:1 purchase designed to create minimal vertical stress on the boom and runs from the boom to the windward ama and back to the cockpit such that minimal downforce is exerted even when close hauled.

I have documented the whole project so far with a diary and pictures (over 100 to date) with thoughts of eventually publishing a DIY type book aimed at first timers. I have also promised to post at least a series of pictures and captions with a brief description of the project on the web (I have all of the pics on disc from Seattle Filmworks).

Success!

(Well, at least it didn't sink!)

As completion drew nearer, I found I could no longer avoid taking advantage of the beautiful fall weather for a pond trial of *First-Tri*. *First-Tri* is really not finished and I do NOT consider this her official launching. That, I'm afraid, will have to wait until next spring. At this point the amas need another coat of epoxy and the flying foils are barely started, but I couldn't wait any longer. So on a beautiful fall Sunday with the help of my daughter, Kim, I loaded all the parts into my Caravan and trucked them down to Norway pond, only a mile from the house. There was barely a whisper of a breeze which was probably just as well as this was the first time for getting everything up.

The hull went into the water first and immediately wanted to lay over sideways. Attaching the "T" rudder (but leaving it in the kicked-up position in 6" of water) solved that problem, allowing me to assemble the akas and amas. The 2" aluminum tubing slid easily into the 2" PVC sockets secured with one thru bolt on both the amas and the main hull.

The 7.3 windsurfer rig was assembled on land then stepped as a unit onto the step which had been placed in its track on the hull. This was quite a handful and I can't imagine doing it in a stiff breeze. I think I've come up with a better idea but would welcome any suggestions. While Kim steadied the wishbone, I attached the solid forestay and the two shrouds (out to the amas at the point of the forward aka). Then the main sheet, secured to the becket of the block attached to the junction of the rear aka and ama, was run up to a block on the wishbone boom, back to the block on the ama, forward to a cheek block on the hull, a loop to control caught in a cam cleat on the dashboard, then thru the other cheek block, and then repeated on the other side. This arrangement allows the shallowest possible sheeting angle for any boom position minimizing downward forces on the boom.

With great anticipation, I gave her a shove from shore and hopped in, pulled in the downhaul on the rudder, sheeted in, and ghosted off across the pond. Even in the faint breeze, she moved well. The foot pedal steering worked well and even made

for tolerable sculling when the breeze totally died (in the future a kayak paddle would be better). Watching the water on the ama, I could see a rise at the nose, a broad gentle trough at maximum thickness, then a gentle rise to the trailing edge, and NO WAKE. It appears the "wing" concept is working, though I would have loved to see the pressure side as well.

The amas have plenty of displacement. Standing in the hull is rock solid and I can even put my full weight on one ama without totally submerging it. Speaking of weight, all up *First-Tri* weighs in at 204lbs (plus my 180lbs) and sits nearly perfectly on her design waterline. Even with the flying foils and rigging she should easily stay under 400lbs.

After returning to shore, I had Kim mark the actual waterline and then began disassembly. By releasing the forestay, I laid the mast back on the boat, kicking the boom off to one side. With the shrouds still attached, this went smoothly and may well be a better way to step the mast in the future.

The only puzzle was the water I found in both amas. At first I thought that there must be a leak around the daggerboard cases, but filling the amas with water and putting them on blocks produced no leaks, so I have concluded that the water must have come in the top inspection ports (which are not sealed yet) at some point when the ama lay horizontal in the water during assembly or disassembly. I'll have to watch that next time.

For this winter I have to finish the flying foils and rig them, final coat the amas, paint everything, and build a cartop rack. Then we'll be ready for the official launch next spring. For now, I'm happy it floats.

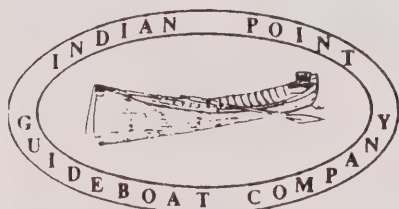
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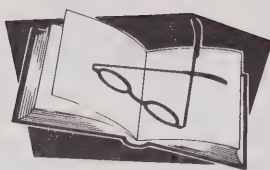
We have the world's largest selection of new Guide-boats and historically correct accessories available from any source. Dozens of models, in lengths of 10' to 18 1/2', construction materials range from traditional wood to the state of the art bi-axial kevlar. We offer reproduction oars, hardware, yokes, paddles and accessories. All of our fiberglass boat hulls are exactly reproduced from original antiques for the best rowing performance and authenticity. Our new 16' "Lonesome Bay Boat" is a modern materials version of a 1912 "Old Town Double Ended Boat" See our new "Video Magazine" III

In this second and expanded edition of the book originally published in 1982, the author examines the vessels of the Southeast Coastal Bight and the cultural, historical and architectural events that lead to their development. In fact, this is as much a historical and cultural study as it is a study of boats. Since for much of the period involved there are few drawings of actual boats to examine, the author describes in great detail the believed construction and uses of the many various vessels and the lifestyles of the people that used them. To quote, "The periagua, the Petersburg boat, the skipjack, the oyster sloop and the Florida shrimper, along with a host of others, provided much of the transport that built America. Products of a time and a people moved by events of the moment, they cannot be studied separately from the social, economic and physical environment of the times in which they were built. Taken out of context, they are only interesting sculptures of wood and iron."

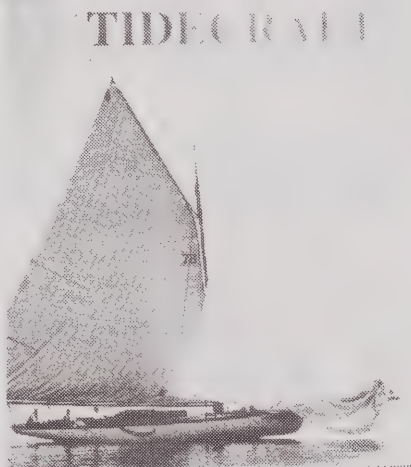
Most of the data on the boats themselves came from the vessel registries of the National Archives and local customs houses. Additional information came from newspapers, journals, letters and, for the later period of the study, personal interviews and old photographs. I found this to be a well-researched and well-documented book. It has footnotes throughout and there is an extensive bibliography.

The area covered, from Georgetown, South Carolina to St. Augustine, Florida, is riddled with rivers, swamps, creeks and the ever-present Spartina Grass marshes that separate the outer Sea Islands from the mainland proper. Since there were only poor roads at best, and no railways until near the beginning of this century, the waterways were used as the only efficient means for travel and transportation of goods. This led to the development of many functional and interesting craft, most of which are documented here. The author did limit his study to vessels of less than 60 feet in length to make the subject more manageable.

In addition to the text, there are drawings and sketches dating back to Colonial times as well as lines plans drawn from boats recovered from the mud by the South Carolina Institute of Archaeology and Anthropology. Lines plans and construction details are given for some of the boats from the more recent times. There is also a wonderful set of photographs dealing with boats from the mid-1800's



Book Review



Tidecraft The Boats of South Carolina, Georgia and Northeast Florida 1550-1950

By William C. Fleetwood, Jr.
WBG Marine Press, P.O. Box 178, Tybee
Island, GA 31328, (800) 567-3403

Reviewed By David Childs

until the mid-1900's. Sidebars cover topics from a blockade runner's secret contract to the means for determining the tonnage of Colonial sailing vessels.

From a sidebar dealing with lumber milling during Colonial times, "The largest markets for Georgia lumber at the time were the Caribbean sugar islands, where forests had long since given way to cane fields. Though

the Georgia Trustees had wisely prohibited slaves, rum and lawyers since the founding of the colony, they allowed the importation of rum in 1747, in part to allow the Salzburgers a prime market for their lumber and the sugar planters a means to pay for it. The story has it that lawyers, also formerly prohibited, were admitted soon after and slavery was permitted in 1749. Thus, for the sake of the timber industry, the Trustees sacrificed the first of the idealistic principles that had promised to make Georgia an American paradise."

In the chapter on plantation boats and racing dugouts there is a quote from an 1839 newspaper, *The Brunswick Advocate*, about the boat clubs of the time that I feel is also true about the Mess-About-Get-Togethers of today, "A boat club was not simply confined to the improvement of the breed of boats, it serves to bring gentlemen of the seaboard together more frequently than formerly. Living as they do at a great distance from each other, some such association is needed to bring them together occasionally and revive the feelings which otherwise imperceptibly grow dull. We do not by any means agree with that class of moralist who deem amusements detrimental to the cause of good morals. On the contrary, we look upon them as the best promoters of the social virtues, of those qualities which, if they do not make saints, make what is much better, kind neighbors, warm friends and good lovers."

Much of the book deals with the areas around Charleston and Savannah since there was more information available on these early population centers, but Georgetown, Beaufort (South Carolina), Darien (Georgia), Jacksonville and St. Augustine are also represented. The author also says, "Though the basic boats that built the area and the men who built the boats have now gone, this book was not intended as an obituary, nor an exercise in ancestor worship that the South is famous for. Rather it is a record of something that had apparently been forgotten in the rush for 'progress,' our waterborne past."

Being a South Carolinian myself, I know that Charlestonians do believe that Charleston is where the Ashley and Cooper Rivers meet to form the Atlantic Ocean. I agree with them, but I did not feel there was much of that prejudice in this book. (But then, I might not!) I did find it a well-done, thoroughly interesting and quite informative book. For anyone interested in small boats, and particularly the history and uses of those developed in the southeast, I would recommend this book highly.

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Building Paradox

Part 9

By Don Elliott

The information contained in this series is surely worth the price you paid for the subscription of this magazine.

All Rights Reserved: No part of this article may be reproduced, in any form or by any means. Anyone is free to use for himself the techniques or methods shown here. Unfortunately, I must point out that all rights to the information shown here is the property of the author. No person, or organization may use any part of this article for personal or private gain without the author's direct permission. The concept of "Spherical Filleting" was originated by the author, and any commercial use of this concept will be considered copyright violation.

Epoxy fillets have been made the same way since epoxy came onto the market. Its time for a change! "Spherical Filleting" is without a doubt the greatest filleting technique developed since the invention of epoxy.

Fillet the Bulkhead Joints: Follow these instructions.

"Spherical Fillets": I like fillets. They can perform a variety of tasks. Besides looking good, they can do five things to an inside corner joint of a boat. They can:

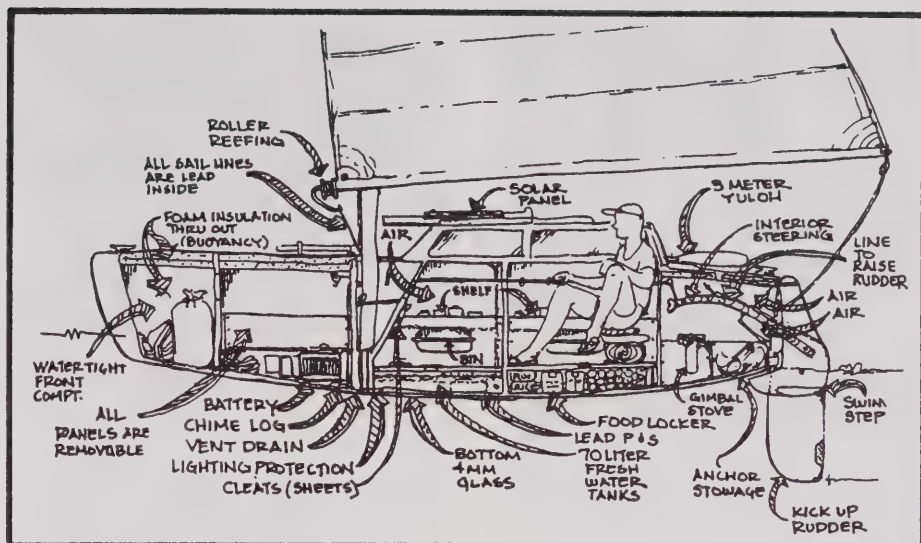
1. Make the joint waterproof.
2. Add structural strength.
3. Provide a curved surface for fiberglass cloth.
4. Eliminate the need for fasteners.
5. Make a joint visually appealing.

Each use dictates the composition of the fillet. The ingredients must be correct for the fillet to do its job. The structural fillet ingredients must be applied in a certain order.

The fillets used in watertight applications are made by mixing epoxy with Cab-O-Sil. The fillets that have no strength requirement can be made with either microballoons, microspheres, or microlight (West 410), with the addition of Cab-O-Sil (the microlight being the easiest to sand). The structural fillet is built in layers of three different mixtures, the first application is pure epoxy, the second mix is epoxy with microfibers and Cab-O-Sil, and the final coat is epoxy mixed with Cab-O-Sil.

If you've noticed Cab-O-Sil is used in every mix, this item prevents the fillet from running or sagging to a degree. A 50% portion should be in all mixes or it won't stay put. Try to work with the fillet top surface parallel to the ground, using gravity as an aid to keep the fillet where it should be. If you're not able to do that, there'll be instructions on vertical fillets. Let me forewarn you, you cannot make perfect, machine-like fillets. The ones you can make will be fine for ordinary boat building.

The following is a fillet method I developed myself. The common method that has been shown and repeated everywhere has constantly proven difficult, awkward, and sloppy to make. The end result is usually less than satisfactory. It shows a flat,



radiused stick which you use to apply putty to a joint, smoothing it out, then shows a beveled stick picking up the overrun.

Anyone who has tried this method knows, that is difficult to get the putty into that corner joint, next its even harder to smooth it out, you generally have gaps in the putty that you struggle to try to fill. If you try to smooth it out, you're poking the fillet surface in attempts to save the mess. You can't get it smooth no matter how hard you try. Then, when you have to pick up the residue, you poke into the fillet you've just struggled to make even. Only through long patient attempts are you able to get it right. At that point you're ready to start cursing.

Years of attempting to use that method on all types of boat construction convinced me there had to be a better way. If you study the problem you sure should be able to come up with something better than that sloppy mess.

After deciding on how it should be done, I tried the new method, it worked perfect. I was so pleased, I developed new tools and approaches that the system needed. It requires a few extra steps than the older method, but is still by far faster. Once you're familiar with it, it's a snap. You must, however not skip any steps, if you do, you'll have problems.

By the way, it's called "Spherical Filleting". There're two versions of the new method. One is the "Superfast" method of spherical filleting, the other, the "Right-Now" method. There is a need for both methods.

These are the advantages of "Spherical Filleting" over the old method of filleting:

1. They're faster to make, by a mile.
2. Less clean-up, none on the "Superfast" method.
3. Enable you to travel around and up corners while making a perfect fillet at the junction of the corners (try that with the old method).
4. More freedom of movement with the "Spherical Filleting Tool", tilt it anyway you like, it won't affect the shape of the fillet (if you tip the flat radiused stick of the old method you drastically change the shape of the fillet).

5. Much neater to apply without epoxy putty everywhere.

6. Easier clean-up with the "Right-Now" fillet. The spherical tool pushes the residue further away from the fillet when it is being shaped (the old method stick is flat, leaving a ridge of putty at its edge, just where we don't want it, making it difficult to clean-up).

7. The spherical tool lasts a lifetime, no more making a thousand wooden shaped fillet sticks because the others were caked with epoxy putty.

The "Superfast" is used on long fillets (like the chine runners on "Paradox") or where you have a lot of fillets to make at one time. It allows you to quickly lay down a fillet before the epoxy cures. I've finished a 20' fillet in under five minutes using the "Superfast" system.

The "Right-Now" spherical fillets are used in small areas or for impromptu fillets, where you haven't prepared, but just decide to make some, or maybe you have some putty left over and decide to use it for filleting. You can also use the "Right-Now" fillet if you don't want to do the preparations required of the "Superfast" fillet. The results won't be as good and they take a little longer to make but they will be satisfactory.

To make the "Superfast" fillet you need eight items, only one of these items is an unusual or uncommon tool. Every item is essential to the success of the fillet.

1. The putty pallet.
2. Masking tape.
3. Special wooden stick.
4. Vinegar spray bottle.
5. Wiping tool.
6. Special spherical tool.
7. Putty knife.
8. Special fillet sander.

To help understand the filleting operation you should first become familiar with the tools used. The pallet just holds the putty and moves with you. The masking tape is used to prevent putty going where we don't want it. The special stick's width is controlled to allow applying the correct amount of putty in the correct area in the right place, it's width varies with the size of the fillet. The vinegar must

keep the tool spotless during fillet construction and aids smoothing the fillet. The wiping tool removes the putty from the special stick and putty knife. The spherical tool is wiped on a rag; this system will not work without clean tools. The spherical tool forms the fillet without variation. You can't change the fillet shape as you would the common used flat radiused tool used in the old method. The putty knife will pick up any residue. If you do everything right, you'll only have to use it to clean the putty board.

The last tool, the "Special Sanding" tool is not used to make the fillet, but is a versatile tool to sand the fillet in preparation for painting or laying fiberglass cloth. It's the only sanding tool suited to fillets, it can sand the radius, the slopes at the side of the fillet and the flats adjacent to the fillet (you have to make it, see the illustration).

The procedure to make the "Superfast" fillets is described in the following steps:

1. Apply the tape at each side of the fillet.

2. Using the "Special Stick", apply putty to the corner (if you need to go back over an area you've laid down, clean the stick). The putty mix has to be thick, if you hold the stick up in the air, it must cling to the stick without running off.

3. Using the spherical tool, first spray it with vinegar, then smooth the fillet, trying to move along. If resin is especially sticky or putty builds up on the tool, wipe the tool with a rag, then spray the tool with vinegar to improve smoother travel along the fillet (one spray only). With practice you'll do a 10' fillet in five minutes or less. Note: Sometimes the tool will pick up putty. If it does, stop and clean the tool (wipe it on a rag, not the wiping tool, that's reserved for the putty knife). If you continue you'll make gouges in the fillet.

4. Peel up the tape. Peel away from the fillet, it may leave a ridge; no problem, just go back with the spherical tool and vinegar and flatten the ridge. If you have a sag, simply push the edge of it up toward the fillet with the spherical tool. However, these conditions are rare.

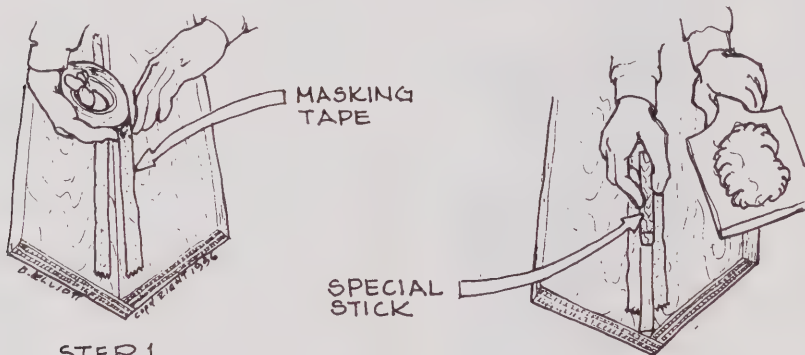
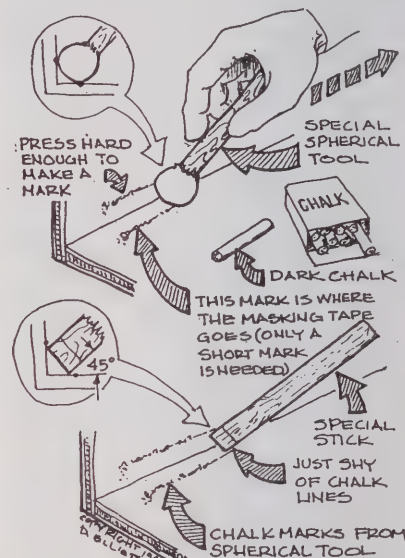
5. You're done. There are no faster or better fillets than these.

6. The next day sand with the special sander, you'll be pleased.

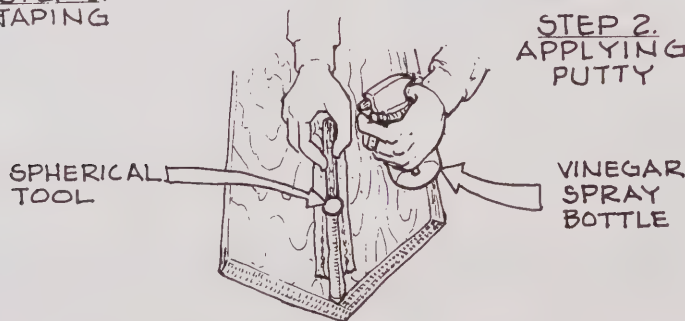
Understanding the mechanics of the "Spherical Fillet" is essential. They are easily understood, and there's no need of any type of layout. Only two dimensions are necessary to determine everything you need to know.

What you need is the width of the

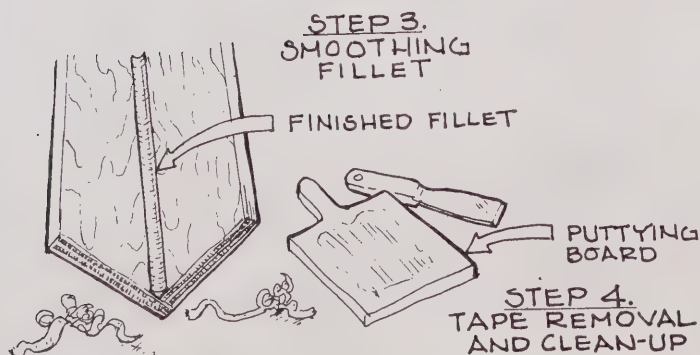
"Special Stick" and the distance from inside corner to the masking tape edge. Neither has to be deadly accurate, once you start working with the system you'll have a better feel of these things. Both are obtained by simply measuring the diameter of the sphere, and dividing that by two. That dimension is the distance from the masking tape edge to the corner. From the edge of the masking tape diagonally across to the other masking tape edge is the width of the "Special Stick". For less waste make it slightly narrower.



STEP 1.
TAPING



STEP 2.
APPLYING
PUTTY



STEP 3.
SMOOTHING
FILLET

STEP 4.
TAPE REMOVAL
AND CLEAN-UP

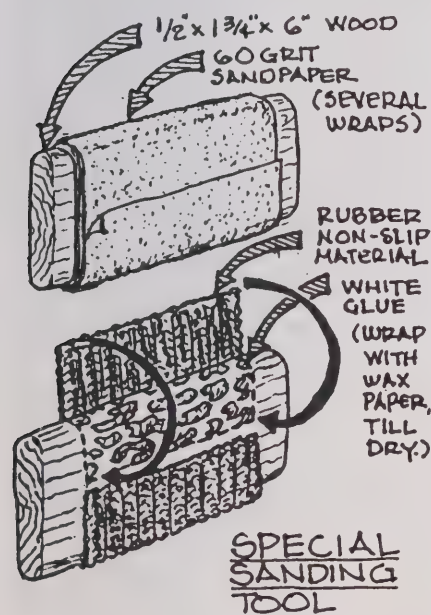
There's an easier way yet to get the distance for the masking tape and the width of the "Special Stick". Get a piece of dark chalk, spread some chalk on the sides of the "Spherical Tool". Pressing hard, now run the spherical tool against the inside corner just a short distance, the marks made tell you everything you need to know. If you like you can mark the line the full length of the fillet and apply the tape to that line. However, once you see the chalk distance or know the dimension, you can just eyeball it. It's really not all that critical. Just get it close. The "Special Stick" should be made close to what it should be. There's no doubt here, you know exactly what it's width should be.

It's good to have a variety of sizes in both the "Spherical Tool" and it's matching "Special Stick". You should never have another problem making fillets.

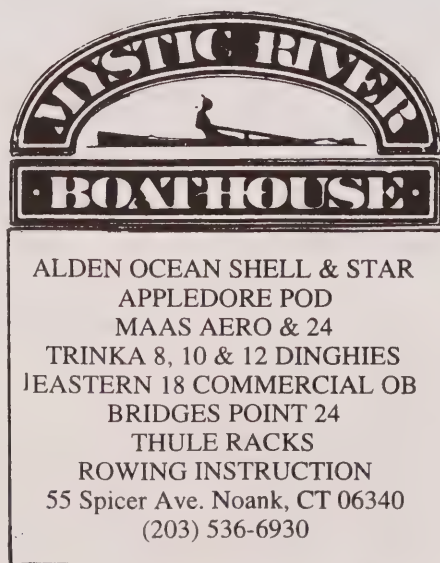
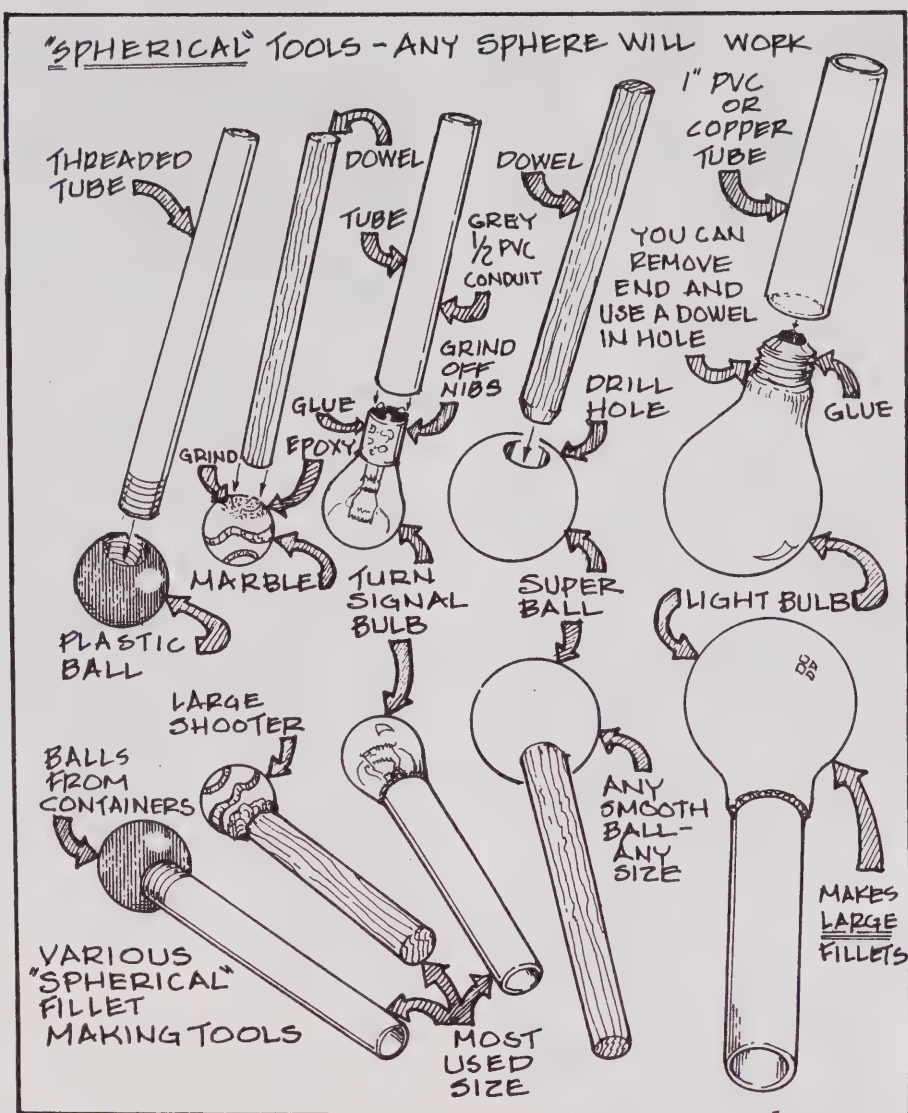
Note: Any object that has a spherical shape may be used from a small bearing to a large bottom of a ladle. Marbles work the best. Get a small one and a large shooter. Grind a flat spot, being careful not to nick or scratch the working surface. Epoxy a dowel on that flat spot. The larger shooter makes the fillets you'll use most. You can tip, rotate and turn the shooter with total abandonment and still produce excellent fillets. The only requirement for the tool is it's surface must be spherical. Get a small bucket and keep all your fillet tools in that (see illustration for examples).

Here's a hint that's useful to make spherical fillets really easy, but your timing has to be good. Wait until the putty goes from a liquid state to a firm state (just

You now know how to make fillets without the problems associated with the old method. They should be as easy as any other ordinary boat building operation, accomplished in a short time and with little fuss. The job of epoxy filleting should no longer be considered a sloppy and frustrating ordeal, but one that you actually look forward to.

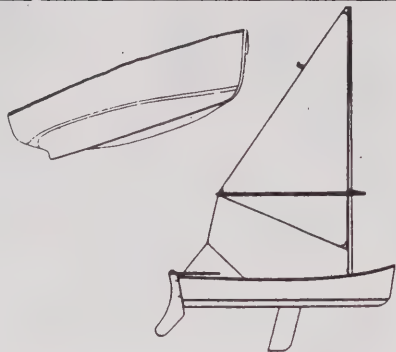


Next Issue: "Building *Paradox* - Part 10 will include; "Locators", "Scarphing Sheers and Chines "Hull Assembly (Trial Run)", "Vent Trunk", "Baffle Installation", "The Orange-Cutter". and "Epoxy Coating".



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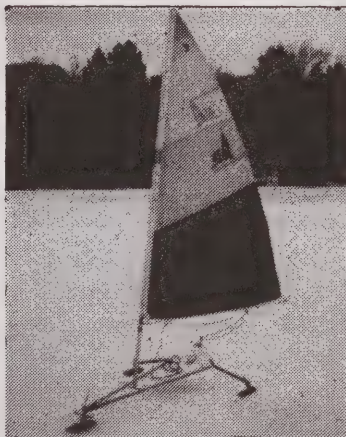
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Still More About Epoxy Use

By Smiley Shields

As I remember it, the first time I used epoxy was in about 1957. Since then I have used epoxy in hundreds of projects ranging from "potting" for implantable big-telemetry transmitters to aquaria, skis, wooden fishing reels, archery and firearm projects, exterior house repair, small boats, etc. Before I understood epoxy, I made several serious mistakes but it has been quite a while since I have had an unanticipated epoxy failure. In no particular order, the following are things that I have found important to remember when using epoxy.

Epoxy has two "failure modes". Water can penetrate an epoxy coating either by means of diffusion directly through an intact epoxy coating or through holes (cracks, dings, voids, etc.) caused because the coating has been damaged or improperly applied. Diffusion happens because epoxy is not really "waterproof". Even a "perfect" epoxy coating has billions of molecular sized pores that allow water to diffuse through it.

As an example, my radio transmitters were recovered from animals 3-9 months after implantation from an environment not all that much different than warm sea-water. They typically soaked up 5 percent (or more) of their weight in water. They had about 1/8" of epoxy coating. I experienced many transmitter failures because water diffused through the intact epoxy potting.

Given enough time the same thing happens with wood! When enough water diffuses through the epoxy into wood, the wood swells. The enormous force generated by swelling wood causes miniscule cracks in the epoxy, (the second "failure mode") water then floods in and the game is over.

In order to postpone this awful fate, which can vary from days to decades, we must do every thing we can to reduce the diffusion rate. The rate of diffusion of water through epoxy depends upon the number of pores in it and the length of these pores. Therefore, we can decrease the rate of diffusion by reducing the number of pores and/or increasing their length.

The only way to decrease the number of pores is by using the best technique possible when preparing the epoxy. This is accomplished by using the exactly correct proportion of resin and hardener, mixing these two components extremely well and preventing contamination of the liquid epoxy. The first of these is readily accomplished by using pumps or other careful measurement. Just be sure to remember that if you are measuring by weight rather than volume that the two parts do not have the same density and the weight ratio is different than the volume ratio.

Mixing is extremely critical. I am convinced that many "diffusion failures" occur because of improper mixing. At least one manufacturer insists that "perfect" mixing can only be accomplished by an initially mixing in one container and then pouring the epoxy into a second container

for more mixing. This avoids unmixed contents from the bottom and the edge of the first container from contaminating the coating. Although I do not follow this advice, I must admit that these folks are probably correct. I am, however, extremely careful when mixing epoxy. Even a square inch of "bad" epoxy probably leaks more water than several square feet of "good" epoxy.

Contamination from other materials in the epoxy has the same effect. Never use containers with an interior coating of wax or a container that has previously contained oil-based material. Miniscule bits of wax or oil in the epoxy can cause premature "diffusion failures".

The second thing we can do to decrease "diffusion failures", increasing the length of the pores, is best accomplished by multiple thin layers of coating. This not only increases the pore lengths but also decreases the possibility that the pores are continuous, like they are in a single, thick coat.

I do not know what percentage of epoxy failures in small amateur built boats is due to "diffusion failures". However, I think this occurs much more often than is commonly suspected in boats that are left in the water for long periods of time or setting around with rain water in them. Fortunately, diffusion through reasonably thick, multiple coatings of quality epoxy is so slow that its effects in small boats that are dry sailed is minimal. Epoxy failure in these types of boats is usually due to cracks or other voids in the coating. Preventing these is also a matter of workmanship and technique, which I will presently discuss.

Epoxy does not saturate wood! Epoxy molecules are too big to get through the cell walls that comprise wood. Almost all epoxy treatments are surface coatings. The only exception to this is especially formulated "penetrating" epoxies comprised of smaller molecules that can penetrate into the interstitial spaces between the cells. An excellent penetrating epoxy is made by Smith & Co. of Richmond, CA. "Thinning" regular epoxy in an attempt to get it to penetrate wood is self defeating. Only the thinners penetrate the wood, the large epoxy molecules are left on the surface. When the thinners evaporate they leave behind a very porous epoxy coating.

"Painting" unreinforced epoxy on wood in an attempt to "waterproof" it is generally an expensive exercise in futility. This is almost the exact equivalent of trying to build a bridge out of concrete without using reinforcing rod. Epoxy is strong in compression, but not so good in tension, which is why we reinforce it with fiberglass or other materials with high tensile strength. Sooner or later something will happen, e.g., flexing, even flexing too small for you to detect, and micro-cracks will occur and the jig will be up.

I never, never, never use epoxy without fiberglass or other reinforcement, even on fixtures such as wooden cleats, tillers, etc. I am particularly fond of 4 oz fiberglass. The very fine weave of this allows one to put a thin, uniform sealant on even convoluted wood surfaces while at the

same time vastly increasing the strength of the epoxy coating. The extra effort of adding fiberglass or other reinforcement is minimal compared to its rewards. If you want a thicker layer use two or more layers. This goes a long way towards covering up any undetected mistakes you made in the first layer. Multiple layers of light cloth are always better than a single layer of an equivalent weight heavier cloth.

Avoid sharp corners! Forces concentrated on these "stress risers" will crack even fiberglass reinforced epoxy and outside corners such as gunwales are very susceptible to "dings". I never go less than 1/4" radius with 4 oz cloth and even that is pushing it. Fillet all inside corners and put fiberglass over the fillets even if the wood under the fillets already has fiberglass reinforcement on it.

Don't bother to use epoxy/fiberglass if you are only going to cover one side of the wood, for instance, just the outside of the hull. Sooner or latter water from the inside of the boat will cause the wood to swell and a crack will occur somewhere on the outside. Goodbye epoxy coating, fiberglass reinforced or not.

When time permits, as it usually does for amateurs, use the slowest hardener that temperature permits. Low viscosity is critical to optimal fiberglass saturation. Murphy's Law virtually guarantees that the less time we have in which to do something, the more likely we are to screw it up.

When using epoxy as a coating, do not add freshly mixed epoxy to epoxy that has already started to set. This also increases the viscosity of the epoxy. For the same reason, always mix up only small amounts of epoxy. Use it, and then mix some more. Epoxy curing is an exothermic reaction. This causes large batches of epoxy to "go off" in a disproportionately short time.

When using epoxy as a glue with thickeners, always coat the parts first with unthickened epoxy to prevent joint "starvation".

The most common cause of glue failure when gluing to (or coating) cured epoxy is failure to remove the "amine blush" on the surface of the cured epoxy. Wash it off with water and then hit the area with coarse (40 or 60 grit) sandpaper. I know that this does not improve the chemical bonding but it sure can't hurt whatever mechanical bonding occurs. I then wipe off the area with acetone to make sure I have not somehow contaminated the area with an oil, even that from my fingers. I always rough sand even fresh wood surfaces immediately before gluing. Cut wood oxidizes rapidly. I realize this all must sound paranoid, but I believe paranoia is an important component of optimal epoxy utilization.

Don't even bother to attempt to glue resinous or very hard woods, e.g., yellow pine, oak, teak, locust etc., with regular epoxy. The joint will almost certainly fail

when stressed. Get a specially formulated glue like tropical hardwood epoxy from Smith & Co. and you will have no problems.

The best way to sheath small areas with epoxy-fiberglass is to precoat, apply the fiberglass and then add whatever epoxy is necessary to just fill the weave. However, this can be extremely risky with large areas and/or elevated temperatures. In this case, put it on dry. This will guarantee that no disasters occur, but it is more work because it is more difficult to totally fill the weave and not miss small air bubbles.

Sunlight (ultraviolet) eats epoxy and high temperatures greatly decrease the strength of epoxy. If you live where the sun is hot (not a big problem here in Alaska) paint your boat white.

The Japanese became wonderful craftsmen because they adopted the habit of elaborating the many steps of a complicated, exacting process to the level of a religious ritual. Purposely imitate them and elaborate your own rituals for such procedures. Given the religious fervor with which many of us approach small boat building, this is really not much of a stretch. Design and faithfully celebrate your own "Japanese epoxy application ritual" and you will spend a lot less time repairing your boat and and more time sailing it.

Smiley Shields, 2140 Shore Dr., Anchorage, AK 99515, (907) 344-6220.

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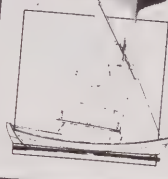
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The gaff rig, once called "square rig" on the Chesapeake as opposed to leg-o'-mutton "sharp rig," was the usual rig in yachts for a couple of hundred years. Around 1915 the gaff-rigged racers began to be outclassed by new boats with marconi rigs, and since then a mythology has developed that boats with gaff rigs are always slow and never closewinded. The gaff sags, it's said. Sometimes it does, just as the upper part of a leg-o'-mutton sail does, and for the same reason.

In fact, a gaff sail is better in some ways in aerodynamic principle than a jibheaded sail. The jibheaders won because the racing rules allowed a limited area and the triangular sail could carry the allowed area higher where the wind was stronger. The gaff riggers were prohibited from carrying the extra area their lower sail plans would have let the hull support. Once these rules were established, all the development work was done with jibheaders. It would be interesting to see what a gaff rig that had as much experimental effort behind it as the present IOR rigs do would look like.

For a long time after the gaff rig had been given up in inshore racers it continued to be used in ocean racers as well as in cruisers. It was said to be stronger and more reliable. That's not true, of course. Magnificently flimsy gaff rigs were built for racing, and they were just as prone to disintegration as those in any IOR boat. What was meant was that the critical component, the mast itself, could be given a huge factor of safety without the

Bolger on Design

Rig 14 Gaff

weight of the whole rig becoming prohibitive. The gaff, and the topmast if there was one, could be shaved fine. If they broke, a trysail could be set and the boat kept on her way while repairs were made.

For a one-sail boat, the Cape Cod rig, as here, has not changed much in 100 years, though in the days before engines this one would have been considered ridiculously small for a working boat, let alone a yacht. "She won't do nothin' in a drift with that pocket handkerchief," would have been the judgment.

As may be, it's a compact sail with a lot of area for its height. The mast is short for the area, desirable in any boat and more so in one with the mast in the bow. When the boat is overpowered, the weather-side topping lift can be set up and the peak halyard started. This drops the gaff back to horizontal and half or more of the sail slats free, but the slatting and the weight and windage of the gaff itself are shifted aft, away from the bow.

With reefs down, the weight of the gaff is also lowered and the center of the sail area doesn't move forward as it does with a triangular sail. The squarer the head, the less the center of the sail shifts. When reefing was more a way of life than it is now, they usually didn't peak their gaffs as high as this one.

partly for that reason. Another reason is that the squarer the head, the more area can be set on a given length of spars.

The advantage of a high-peaked gaff is the improved lead of the peak halyard. A good rule is that the peak halyard block should be placed where a perpendicular line off the mid-point of the gaff will intersect the mast. If it's lower, as it has to be if the gaff is at a flat angle, the stress on the peak halyard will increase. Apart from being hard on the gaff and the masthead, both of which have to be heavier to take it, the halyard is likely to stretch. The stretch lets the peak drop. A ridge appears in the sail from throat to clew and the upper and after part of the sail falls off. The boat will then neither point high nor foot fast. A good part of the bad reputation of the gaff rig is due to giving them too little masthead above the jaws for the peak angle.

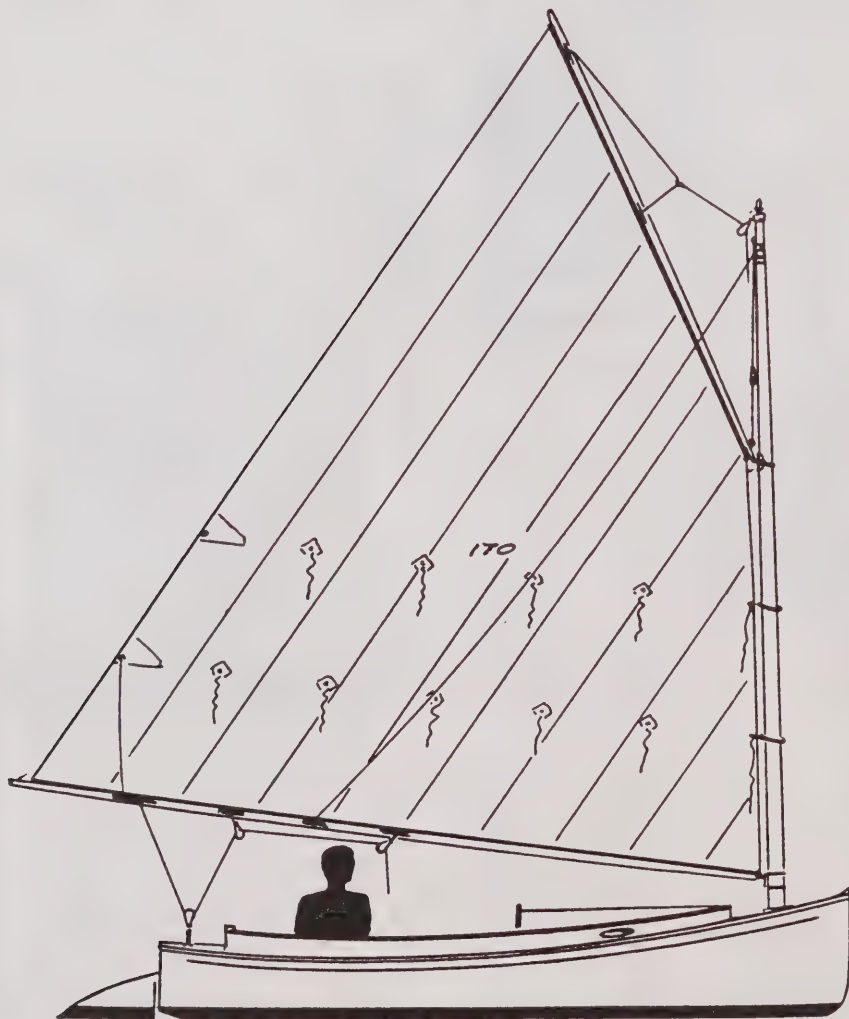
Many yachts had the gaff and the hoist run on a track on the mast; they used wooden tracks before there were metal ones. This saved chafing the mast, but the sail gives a little more drive when set with hoops. With a metal mast, the spun street-lamp poles that have come in so handy lately (though they're unpleasantly heavy at the top due to the way they're manufactured), there need be no hesitation about using hoops and jaws. A lot of hoops aren't needed, their important function is to keep the sail under control as it's lowered, and for that their spacing doesn't need to be less than the breadth of the boat just abaft the mast. Too many hoops make a tall heap that spoils the nice furl otherwise possible with the four-sided sail.

There's also a tendency to use more reef points than there's any need for, though in that case there's some real relief of stress on the sail. The number shown here is conservative for a small sail. In fact, a modern sail this size will easily hold without any points tied in.

The gaff here has a metal saddle, sheathed with leather, instead of jaws on the gaff. A saddle can be constructed to take eccentric stresses that often break jaws. It's also quieter and has less tendency to chafe the mast. But it's hard to design a saddle that doesn't get jammed around with an edge or back against the mast. It's often not appreciated that unless the gaff is set at a flat angle to a too-short masthead, the gaff is not thrusting against the mast at all when the sail is full and drawing. The action of the sail tends to pull the gaff away from the mast, and a saddle has to be proportioned to ride loosely without getting trapped at the wrong angle.

This sail would have the vice of lifting at the clew before the wind. Sprit booms are possible, but the snotter lead is clumsy and the boom hard to control for reefing. There's no room here for a vang. Nathanael Herreshoff sometimes set a strut diagonally across the tack to hold the boom down, but he had trouble making his customers use it. A long, heavy boom suppresses the problem in moderate weather, but the harder the wind, the less effective the weight; hence, the bad behavior of cats when driven hard off the wind. It's surprising how well the "hard-mouthed cat" will steer if you can hold her boom down where it belongs.

(In the next issue we'll feature such a rig on the four-oared light cruiser *Camper*. Several issues from now Phil's collected thoughts of 1973 on rowing will be featured.)





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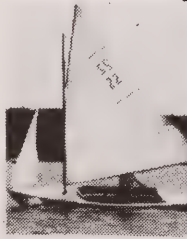
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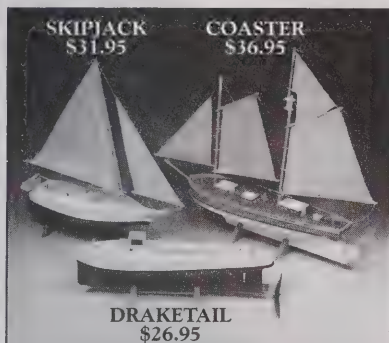
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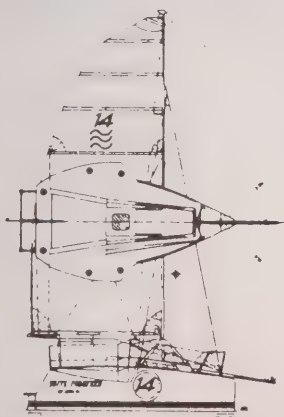
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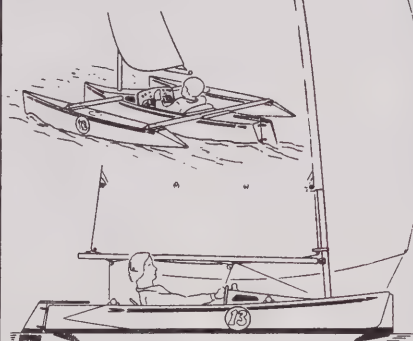
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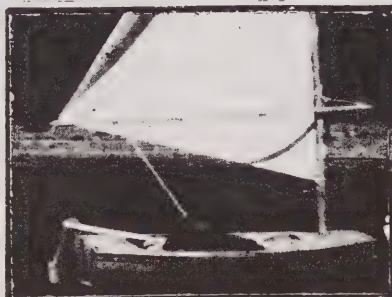
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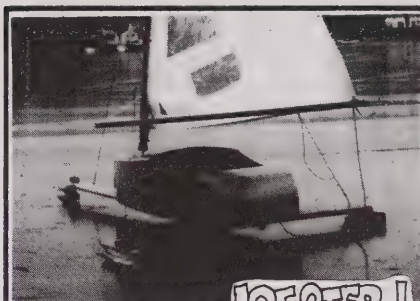
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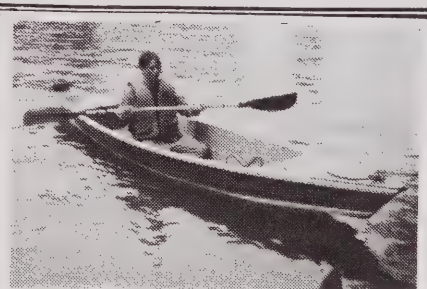
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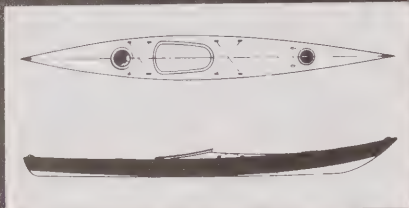
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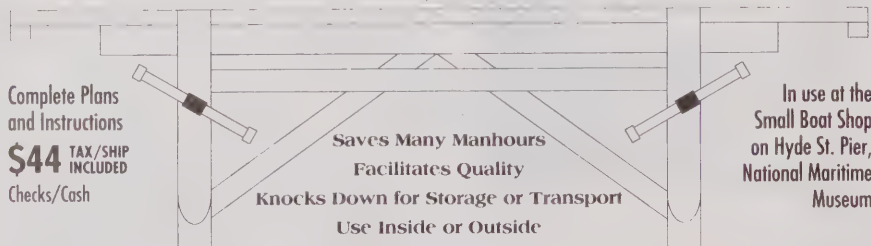
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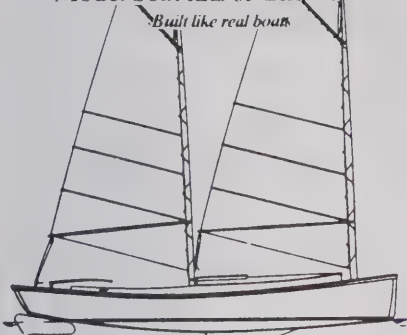
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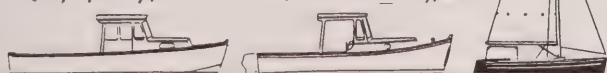
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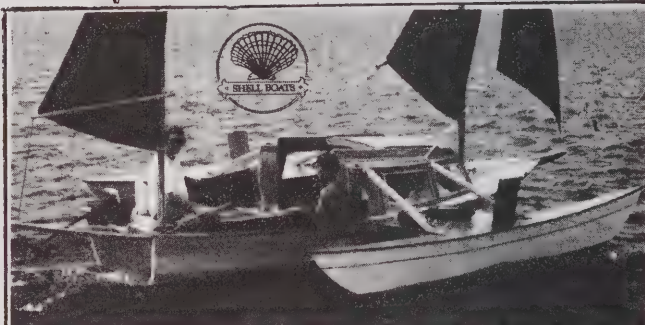
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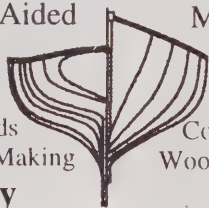
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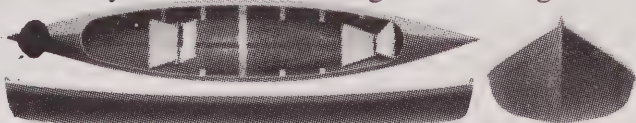
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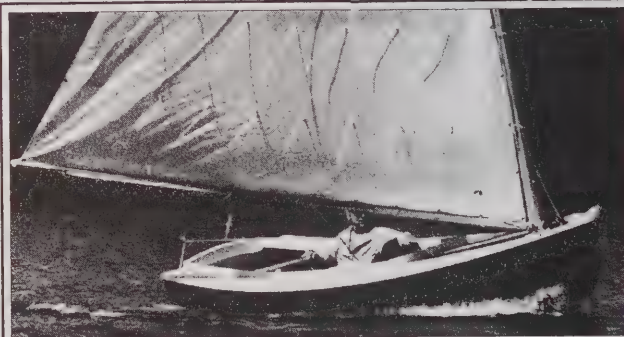


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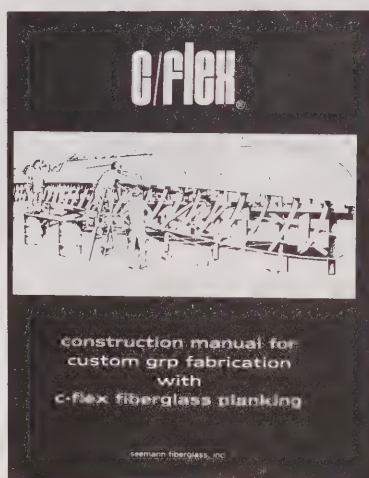


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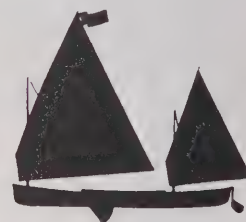
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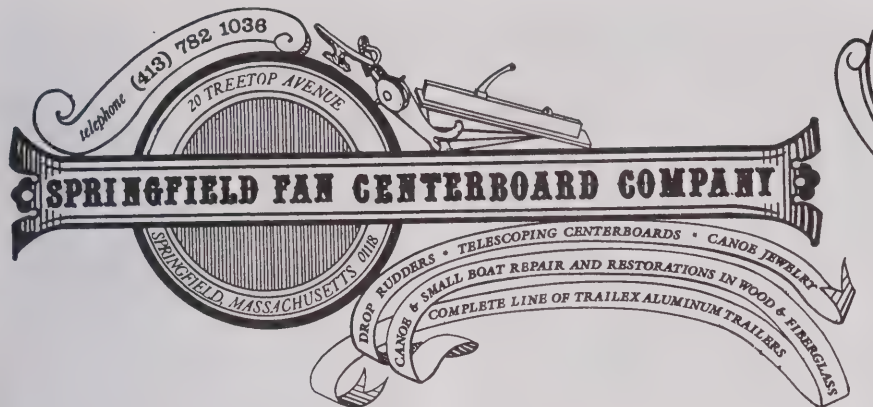
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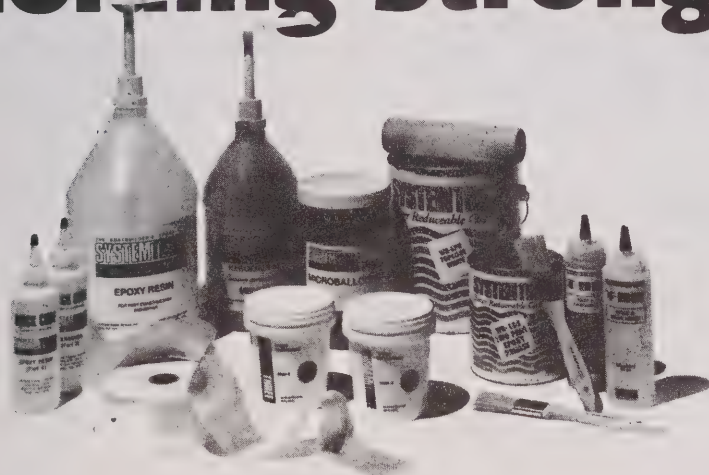
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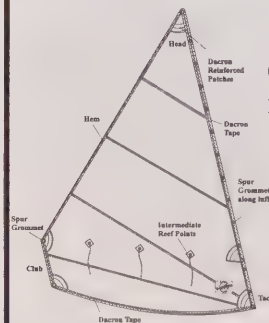
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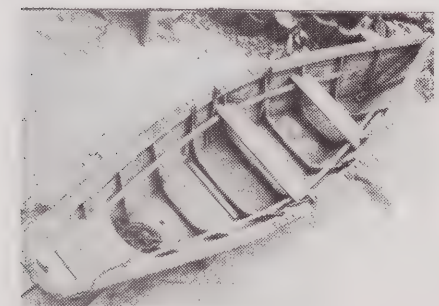
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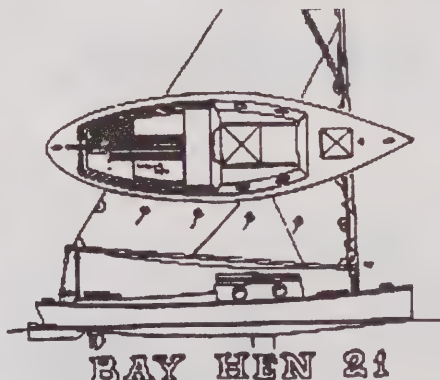
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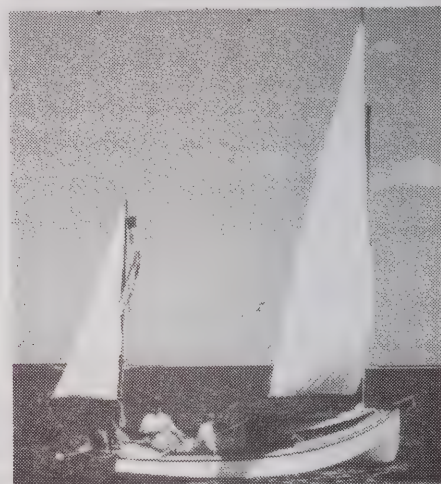
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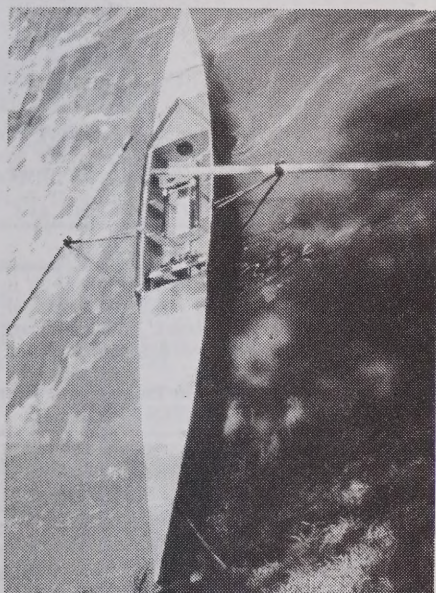
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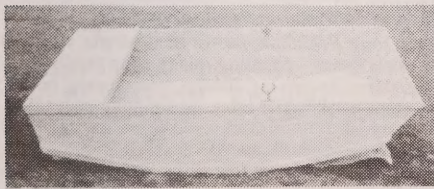
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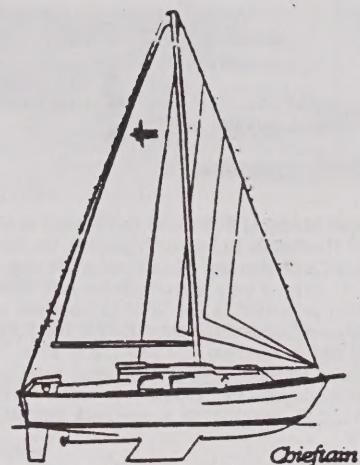
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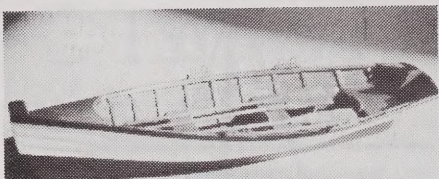
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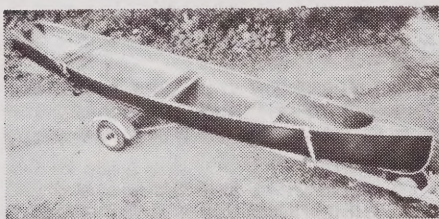
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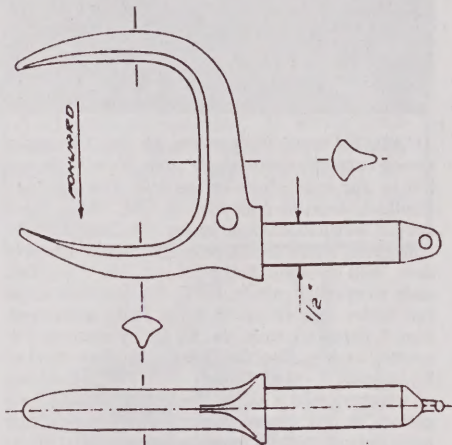
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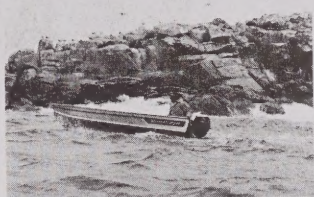
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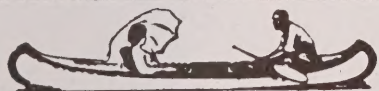
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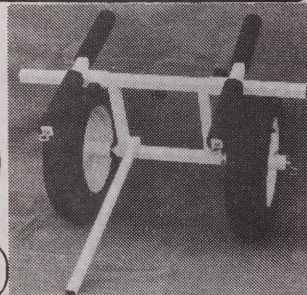
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